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☞ MR. FREDERIC ALGAR, No. 8 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York Saturday, December 24, 1870.

☞ TO SUBSCRIBERS.—This, being the *Fifty-second* number of the JOURNAL, closes the volume for the year. No paper will be issued from this office next Saturday. The first number of the new year will contain our usual elaborate Tables showing the Length and Cost of all the Railroads in the United States at the close of the financial year ending nearest to January 1, 1871. The Index to Volume XLIII. accompanies the present number.

☞ We gave in our issue of December 17th, a "List of Railroad Purchasing Agents," compiled from the best sources of information then at our command. We find, however, that in several instances it is not strictly correct. We shall therefore defer its re-publication until the first number of the new year, when we shall make such corrections in and additions to it as may in the meantime be brought to our notice.

☞ MR. SAMUEL L. CAMPBELL has been appointed Paymaster and Purchasing Agent of the Marietta and Cincinnati Railroad Company. Mr. Campbell's address will be Cincinnati, Ohio.

☞ MR. THOMAS L. COURTNEY, of Richmond, Va., is Purchasing Agent of the Richmond, Fredericksburg and Potomac Railroad Co.

The Hudson Suspension Bridge and New England Railway Company.

The rapidly increasing demand for the manufactured products of the New England States by the growing population of the West, and the consequent increased consumption of Western products and the Coal of Pennsylvania in the Eastern States, renders it necessary that additional facilities should be provided for the transportation of freight and passengers between these sections, by a route free from the delay and expense of transshipment and not liable to interruption from ice during the Winter months.

With a view to establishing a means of communication so urgently needed, the Hudson Suspension Bridge and New England Railway Company has been organized under a charter and amendment granted by the Legislature of the State of New York, copies of which are annexed hereto.

The proposed line will be built from a point at or near Turners on the Erie Railway running eastwardly through a very productive iron region at a grade in favor of trade to the Hudson River at Fort Clinton. From this point to Anthony's Nose on the east bank of the Hudson about four miles north of Peekskill, it is proposed to construct the bridge; and thence the road will run towards the Connecticut State line, connecting at or near Brewsters with the various lines radiating through New England.

By reference to the accompanying map, the importance of this road as a connecting line cannot fail to be seen, as it will secure a continuous line of rail from the New England States to the coal fields of Pennsylvania and to the great West, overcoming the disadvantages of ferrying and change or any break of bulk.

The Western connections of the line will be:

1. With the proposed West Shore Hudson River Railroad.
2. With the Erie Railway, its branches to the coal mines and numerous other points and its connections with the West.
3. With the New York and Oswego Midland, now being rapidly constructed to Oswego, and its connections through Northern New York.
4. With the Longwood Valley Railroad, a projected line passing the extensive iron mines at Sterling and through New Jersey to connect with the Morris and Essex or direct to Easton; from which point by the Lehigh Valley and Reading Railroads all the coal fields of Pennsylvania will be reached; and the East Pennsylvania and Lebanon Valley Railroads bring us to Harrisburg, there forming most important connections, with the most remote sections of the West and Southwest, through the numberless branches and connections of the Pennsylvania Railroad and to Erie over the Northern Central and Philadelphia and Erie Railroads.

The extensions now in progress, of the Cumberland Valley Railroad will secure a connection with the entire railway system of the South and South West.

East of the Hudson River, the line will connect with:

1. The Hudson River Railroad.
2. The Dutchess and Columbia by a short branch.
3. The New York and Boston.
4. The Harlem.
5. The New York, Housatonic and Northern.
6. The Boston, Hartford and Erie and the various lines intersecting it as follows.

Housatonic, Danbury and Norwalk, Naugatuck, New Haven and Northampton, New Haven, Hartford and Springfield, New London Northern, Connecticut River, Norwich and Worcester, Fitchburg and Worcester, Providence and Worcester and Boston and Providence.

7. With the projected line to New Haven.

All of which as feeders must necessarily contribute largely to the business of this line, and afford to its connecting roads on the West, a means of distributing coal and freight through every corner of the New England States.

By preliminary surveys a desirable route has been found from Turners to the Hudson river, passing the celebrated Forest of Dean and numerous other Iron mines. Most of the mines lying contiguous to the line are at present neglected, from a want of fuel and the means of getting their ore to market at a reasonable cost. These obstacles being overcome by the completion of this road, the mines now lying idle can be profitably worked, new ones will be developed and become a source of considerable revenue to this section of the line.

A board of Engineers was convened to make the requisite examination and determine the best location for the bridge, who after careful deliberation decided that from Fort Clinton to Anthony's Nose would be the most practicable site, and that a suspension bridge can be constructed between these points that will be perfectly safe and durable.

The following table will show the estimated dimensions and strength of the proposed bridge.

Clear span	1,600	feet.
Length of Bridge between the Towers.	1,665	"
Total length of Bridge including approaches	2,449	"
Height of Bridge above high water	155	"
Working safe load for the Railr'd lines	2,400	tons
Working safe load for Highways	2,880	"
Total safe load for the Bridge	5,280	"
Load that would break the Bridge	25,171	"

There are to be 20 cables in 4 systems.

Each cable will be about 14 inches in diameter.

The cables will contain 371,195,750 feet or about 70,302 miles of steel wire.

Total weight of iron and steel in the Bridge 17,005 tons.

Total amount of Masonry 58,084 cubic yards.

The supended weight 9,651 tons.

Height of towers above water 280 feet.

Leaving the eastern end of the bridge and bearing around Anthony's Nose, the line will run near Peekskill, thence in a north easterly direction, passing near Lake Mahopac, the Tillie Foster and other mines, to its junction with its eastern, southern and northern connections. The preliminary examinations and surveys made upon the line have demonstrated the entire practicability of the whole route from Turners to the Eastern terminus.

The principal sources from which the company will derive its revenue are the transportation of passengers, coal, iron, general merchandise and live stock.

The item of Coal demands particular attention. The quantity of coal consumed in the states of Connecticut, Rhode Island and Massachusetts in 1869 was over 3,000,000 tons, which by existing means of communication with the mines was subjected first to railroad or canal, then to river, sound or ocean transportation and in many instances again to railroad transportation, before reaching its place of consumption. Without dwelling on the disadvantages arising from obstruction of navigation by ice for three months in the year and the expense attendant upon laying in a supply for the entire winter, so long in advance of the time the coal is consumed, attention is called to the following facts and comparative statement of the cost of transporting a ton of coal from shipping points to a few Eastern cities.

From the mines to Elizabethport, Philadelphia and the proposed bridge at the Hudson river the cost of freight and expenses is about the same. Starting even therefore, from these points and adding to the freight by water the shipping expenses, insurance, loss on two shipments and the usual allowance of five per cent. made by railroad companies, we have this result.

	From Elizabethport by Water.	From Philadelphia by Water.	From Hudson Suspension Bridge all rail 1¼c.p. ton p. m.
To New Haven	1.55 pr ton	2.55 pr ton	0.67 pr ton
" Hartford	2.05 "	3.05 "	1.14 "
" New London	1.75 "	2.80 "	1.30 "
" Providence	1.90 "	2.80 "	2.26 "
" Boston	2.25 "	3.15 "	2.61 "

In addition to the lower cost of freight, many other and important advantages will be derived from shipping by this all rail route. By purchasing direct at the mines the commissions of the coal shippers will be saved; the coal can be forwarded in quantities to suit dealers and at all seasons of the year, and property of much less value than wharves can be used; while a smaller area will be required, as it will not be necessary to have such large quantities of the article on hand.

In 1869 the shipments of Pig Iron from Elizabethport, Jersey City, and Hoboken to Massachusetts, Rhode Island, and Connecticut amounted to 54,086 tons.

The population of the Eastern states being in a great measure dependent on the West for the necessaries of life and exchanging as it were for them, the manufactured article required for the cultivation of the soil and household purposes, the interchange of the productions of the two sections results in an immense traffic, for which the present means of communications are inadequate.

From statistics obtained from official sources it is estimated that about one and a half million tons of through freight, consisting mainly of manufactures, grain, flour, wool, cotton, oil, and live stock, are annually transported between New England and the Western States, a large proportion of which is subjected to the expense and delay of ferryage and transhipment, a serious loss that would be avoided by the completion of an additional continuous line of railroad.

Taking the statistics of the present traffic as a basis on which to estimate the probable business of this line when completed, it may be reasonably expected that its revenue will be about as follows.

1,500,000 tons of coal 37 miles at 1¼ ct. per ton per mile	$690,000
500,000 tons of merchandise including live stock and tolls on Bridge	1,000,000
Mails and passengers	300,000
	$1,990,000
Deduct operating expenses 60 per cent.	1,194,000
Leaving a net profit of	$796,000

It is confidently believed that a careful consideration of the facts presented will show the necessity for an outlet from the coal region to New England, practicable at all seasons of the year, and an additional link between the Eastern and Western States affording facilities for cheap and quick transportation, and that a better opportunity than this project for a safe and profitable investment is seldom offered.

The preliminary arrangements of the company are so far advanced, that the attention of capitalists is now invited to the enterprise, with a view to procuring the funds necessary for an immediate prosecution of the work.

The undersigned will be happy to furnish any further particulars that may be desired.

CHARLES J. PUSEY, *Treasurer*,
78 & 80 Broadway, N. Y.

New York, Providence and Boston R. R.

The receipts from operations of this company for the years ending August 31, 1869 and 1870, were as follows:

	1869.	1870.
From passengers	$368,633 73	$376,752 95
" freight	244,493 00	269,189 78
" mail service	12,351 54	9,296 88
" rents	10,478 74	7,413 99
" gas	993 04	1,132 23
" divide'ds Stonington Steamb't Co.	62,238 00	72,611 00
" rec'pts under contract Fall River Line	.....	9,692 38
	$699,188 05	$746,089 21
Expenses, viz:		
Repairs of road	$88,506 78	$114,371 29
" engines	26,723 88	25,164 82
" cars	32,157 06	30,039 29
" bridges, etc.	23,729 67	24,858 42
Ferry	17,624 67	17,056 01
General exp., oil, etc.	37,945 37	32,201 28
Salaries	9 966 71	11,725 86
Wages	97,301 40	108,692 59
Fuel	62,251 43	60,993 16
New cars	32,874 90	7,979 27
New engines	.....	13,000 00
Taxes	33,970 70	34,402 25
Dredging	100 37	.....
Water works	576 90	371 25
	$463,729 84	$480,755 49
Net earnings	$235,458 21	$265,333 72
From which deduct—		
Dividends	$141,555 00	
Unclaimed dividends paid.	243 50	
Interest on bonds	11,931 00	
" Ext. road bonds	15,000 00	
" Improv'nt bonds	7,000 00	
" bonds issued '69	30,395 75	
Fire damage	2,674 49	
New iron account	33,880 00	
New machine shop and tools at Providence	15,582 91	
		258,262 65
Balance		$7,071 07

The assets of the company are as follows:

Due from the late treasurer and in Stonington Bank	$51,237 83
Due from Post Office Department	1,328 12
A. S. Mathews, Superintendent	1,342 87
M. Morgan's Sons	17,120 20
Due from connecting roads	28,000 00
	$99,029 02

The number of passengers carried over the road the past two years is as follows:

	1869.	1870.
Through passengers	130,983	127,502
Local "	307,056	333,827
Commuters	50,028	70,720

The amount of freight transported over the road the past two years is as follows:

	1869. Tons.	1870. Tons.
Through freight	124,315	129,576
Local "	40,465	44,123

Capital stock	$2,000,000
Less held by the company	112,600
	$1,887,400
6 per cent. bonds due 1878	$150,000
Less exchanged for 7 per cent. bonds	67,000
	$83,000
6 per cent. bonds due 1878	$100,000
Less exchanged for 7 per cent. bonds	20,000
	$80,000
7 per cent. bonds due 1899—	
Sold to cover interest in Steamboat Co.	$425,000
Issued in exchange for 6 per cent. bonds	87,000
	$512,000
7 per cent. improvement bond, issued 1866, due 1876, (not secured by mort.)	$100,000
DEBT OF EXTENSION ROAD FROM STONINGTON TO GROTON.	
6 per cent. bonds due 1878	$200,000
6 per cent. bonds due 1881	50,000
	$250,000

The foregoing statement shows that the business of the road is steadily increasing, the gross earnings of the past year being $46,901 in excess of the year previous. Of this $26,056 was derived from local business.

The road has received very extensive repairs, and is now in better condition than it has been for several past years. 35,694 new ties and upwards of 1,300 tons of new English rails, all with the fish-bar fastenings, have been put on the track. 6,475 rails have been repaired and relaid. The truss and pile bridges have had the necessary repairs. Considerable progress has been made in filling the latter, and it is intended to complete the work during the next two years, and thus save a large annual outlay in repairs.

The company has paid one-half of the cost of a commodious depot at Hill's Grove. The depots, both for freight and passengers, at other stations, have received requisite repairs. The depot and freight house at Westerly are inadequate to meet the requirements of the traffic at that point, and new and large accommodations should speedily be afforded. Improvements are also required at Kingston. In the company's shop one first class passenger car, one new baggage car, and six eight-wheel platform cars, have been built.

A machine shop 100 feet in length, with a proper supply of new tools, has been built at Providence.

A first class new locomotive from the R. I. Locomotive Works, (the Narragansett,) has been added to the equipment of the road.

Turnouts, each over 400 feet in length, have been constructed at Noank and Quiambaug.

A branch road 1½ miles in length, has been constructed to the Westerly Granite Quarry by its

proprietors, to whom the company has lent 134 tons of rails, for which a rental of about $1,000 is to be paid annually.

Another branch has also been completed to Wickford by the Wickford R. R. Co., (about 3½ miles in length,) to be run in connection with a steamboat to Newport, thus enabling passengers to make the trip between the latter place and New York in less than eight hours. This connection is likely to prove of considerable value to us in the future.

The valuation of stock and materials on hand, including fuel, is $111,567.

The number of miles run for the year is 338,959, at a cost of 15.27 cents per mile for fuel.

The bridge over the Connecticut River has been completed, and the travel by the Shore Line has been larger than in any previous year. In connection with the other companies composing the Line it is proposed to build for the ferry between New London and Groton a boat of sufficient capacity to take over not less than four passenger cars, and with a commodious saloon for refreshments, thus obviating the only objection made by the traveling public to the route.

The company holds $488,000 7 per cent. bonds of the issue authorized in 1867, and $112,600 of stock. Of the former $163,000 is reserved to retire the remainder of the 6 per cent. bonds due in 1873 and 1878, leaving available in stock and bonds for future outlay $437,600.

In the opinion of your directors, it will soon be expedient to lay a second track from Providence to Wickford, the cost of which, it is estimated, will not exceed $300,000. Authority was given at the last annual meeting to do the work. Under the vigilant care of the Superintendent and his subordinates, the work on the road has been satisfactorily performed, and no accident has occurred during the year.

GENERAL BALANCE SHEET.

Balance cash assets from last annual report		$57,614 86
Less cash paid M. Morgan's Sons		15,956 28
Balance account, August 31, 1869		$41,658 58
Receipts		746,086 21
Proceeds of bonds to cover balance of interest in Steamboat Company—sold $42,000 at 95		39,900 00
Collections on account of balance due by Treasurer and Stonington Bank.		2,000 00
		$829,647 79
Expenses		$480,755 49
Dividends		141,798 50
Interest		72,665 34
Cash paid for new iron		68,379 87
Machine shop and tools at Providence		15,582 91
Fire damages		2,674 49
Balance cash assets carried to new account—		
Cash in hands M. Morgan's Sons	$17,120 20	
A. S. Mathews, Sup't	1,342 87	
Connecting roads	28,000 00	
Post Office Department	1,828 12	
		47,791 19
		$829,647 79

President.—SAMUEL D. BABCOCK.

Vice-President.—D. S. BABCOCK.

Directors.—Samuel D. Babcock, James B. Johnston, Charles Morgan, William F. Cary, Jr., Nathan F. Dixon, John A. Burnham, David S. Babcock, Edward Morgan, S. B. Stone.

Superintendent.—A. S. MATHEWS.

Treasurer.—HENRY MORGAN.

Secretary.—F. B. NOYES.

☞ The purchasing agent of the Baltimore and Potomac Railroad advertises in the *Prince Georgian* for 50,000 cross-ties, to be delivered along the line of the road in Charles county.

Portland and Rutland Railroad.

The first meeting of the stockholders of this company took place at Portland on the 15th inst. Some thirty or more gentlemen were present. Hon. Geo. W. Woodman was elected chairman, and John Neal, Esq., clerk. Mr. John A. Poor, chairman of the executive committee, announced that the requisite amount of stock had been subscribed to authorize the organization of the company, and that the proper legal notices had been given. It was therefore

Voted—That the stockholders accept an act in addition to an act to incorporate the Portland and Rutland Company, approved March 16th, 1870, authorizing the Portand and Rutland Railroad Co. to take the name of the Portland, Rutland, Oswego and Chicago Railway Company, by vote of the stockholders thereof at the time of the organization of the company.

A code of by-laws was adopted for the government of the corporation. Addresses were made by several gentlemen, among them Mr. Poor, who spoke of the great advantages that would be derived from the building of the road, and of the assistance and good wishes promised on every hand. "When this line is completed," he said, "the circuit of the globe will be reduced from 80 to 68 days. On the 27th of last September, the surveyors reported a very easy line from Oswego to the Hudson River. Prominent men have subscribed largely to this road. Gov. Stearns, of N. H., has expressed his sympathies with the road, and said that he would build 41 miles towards Portland. The friends of the line in Woodstock have elected Mr. Wm. Billings a director in it. At Woodstock was the only obstacle to contend against in the shape of the Green Mountains. Commodore Vanderbilt wanted to build the road, but the friends of the road were already committed elsewhere." The following gentlemen were elected directors: Gilbert Mollison of Oswego, N. Y.; William McEchron of Glen Falls, N. Y.; R. T. Hough, West Leyden, N. Y.; John Cain, Rutland, Vt.; Fred Billings, Woodstock, Vt.; O. F. Fowler, Bristol, N. H.; John A. Poor, Portland, N. C. Rice, Portland, and J. W. Lane, Hollis.

On motion the first Wednesday in August was appointed for the annual meetings of the company.

The contract of consolidation of the roads was not read, but it was

Voted, That the directors be authorized to enter into a contract for the purposes therein set forth, in such form or manner and such stipulations, and agreements, as will enable said comprny to form a line of railway, under one management, between Portland and Oswego, or any portion of the distance, with the right to create a mortgage and issue mortgage bonds to the amount of one-half the estimated cost of each section of said line as held by the several companies named, and, that on the consummation of such contract of union and the execution of such mortgage, the said Directors may enter into contract for the building of said line, or of any section thereof, and said Directors are hereby authorized to appoint three Trustees as contemplated by said contract of union, the same to be Trustees under the mortgage, or mortgages, contemplated in such contract of union.

The meeting then adjourned to meet in Portland on the third Wednesday in January, 1871.

☞ One hundred men are at work at Hopefield, Arkansas, on the Memphis and St. Louis Railroad under the contractors, Messrs. McKee & Co.

Utica, Clinton and Binghamton Railroad.

We are authorized to state that an agreement has been made for leasing the Utica, Clinton and Binghamton railroad to the New York and Oswego Midland Railroad Company and the Delaware and Hudson Canal Company, and the necessary papers have been executed by the proper officers of the three companies. This subject has been for some time under consideration, and has been carefully examined in all its aspects; the plan proposed has been submitted to the Board of Directors of the Utica, Clinton and Binghamton Railroad Company, and has received their unanimous approval, and the whole matter will be presented, in detail, to the stockholders of the road at an early day. The terms of the arrangement are liberal, ensuring an interest of about six per cent. on the cost of the road, and must prove entirely satisfactory to the stockholders. The contract is made with the condition that the road shall be completed as a steam road to Utica, so as to connect with the New York Central at or near the depot, and this condition must be carried out before the contract goes into full operation. In order to do this, means must be provided and the Directors of the Utica, Clinton and Binghamton Railroad Company will be prepared in a few days to present their plan of operations.

We make this announcement with great satisfaction. The officers of the Utica, Clinton and Binghamton Company, who have given much time and anxious labor to the discreet accomplishment of the arrangement, deserve the praise alike of their stockholders and our citizens—*Utica Observer, Dec.* 16.

Cincinnati, Sandusky and Cleveland R. R.

A practically perpetual lease of twenty-five miles of this road, from Springfield to Dayton, has been made to the Cincinnati and Springfield Railroad for 35 per cent. of the gross earnings, the lessee to pay not only the running expenses, but all repairs, renewals, taxes, &c. The lease has been completed by the directors, and only awaits the confirmation of the stockholders of both roads. This twenty-five miles will become a part of the through line from the East, and thus will gain its pro rata of travel which has hitherto gone by another route. In addition to this an arrangement has been made with the Cleveland, Columbus, Cincinnati and Indianapolis which will throw a large North and Northwestern traffic, including the entire lumber business, over the entire length of the Sandusky road. The arrangement also contemplates of the "Red Line" a fast freight line over the whole road. This contract, together with some concession granted to the road from Springfield to Columbus, which is leased to the Sandusky, will, it is believed, add very largely to the earnings of the Sandusky, and make it soon a dividend paying road—*Boston Journal, Dec.* 17.

☞ The Boston *Advertiser* says: "It proves to be true, as reported, that the Rutland and Burlington railroad has leased the Vermont and Massachusetts railroad from Brattleborough to Grout's Corner for ten years. The terms of the lease, as currently reported at Brattleborough, are that the Rutland and Burlington road pay $48,000 a year for the first five years, and $60,000 for the last five years, and that they took possession Monday, December 12."

☞ The Delaware, Lackawanna and Western Railroad Company has declared a dividend of six per cent., payable on 31st December inst., in the stock of Morris and Essex Railroad Company.

☞ It is expected that the Frederick and Pennsylvania Line Railroad will be completed as far as Taneytown by the first of February.

Baltimore and Ohio Railroad.

At the regular monthly meeting of the Directors of this company in Baltimore on the 14th inst., John W. Garrett, Esq., was unanimously re-elected President for the ensuing year.

Upon taking the chair, Mr. Garrett delivered an address, in which he stated his appreciation of the high honor conferred upon him by the unanimous vote of the Board in calling him for the thirteenth year to the Presidency of the Company. He referred to the fact that the period during which he had acted in this capacity was one not always of fair weather and smooth seas, but the Company had often encountered severe tempests and great perils.

In the early part of his administration the Directors of the State of Maryland, of the City of Baltimore, and of the stockholders were frequently divided. It had been his aim to pursue under the auspices of the Board, such a policy as would prove to *all* interests that the objects of the management were, whilst properly protecting the great capital invested, and thus securing the relief due, by just returns on that capital, to the taxpayers of the State and the city, and to the stockholders, to inaugurate and assist in the interests of the public the numerous great enterprises which have tended so much to develop the wealth of the City of Baltimore and our State, and of the vast territories which have been embraced through the connections of the Baltimore and Ohio Railroad. He would do injustice to his strongest feelings were he to fail to express his gratification that his efforts had been so far successful, as was shown by the unanimous vote which had just been announced, recalling him as in previous years to the Executive chair.

It was an evidence that the policy of the Board —broad, liberal, comprehensive—had been appreciated by the constituencies represented here, and was calculated to insure the successful prosecution of the great works that are yet to be accomplished.

Whilst the Washington County Road, the Winchester and Strasburg Road and the Parkersburg Branch Road had been completed; whilst the Central Ohio and Lake Erie Divisions and the Marietta and Cincinnati Road had been so largely improved and were prepared for the increasing business which is being commanded through these routes; whilst on yesterday the last channel-span of the great bridge over the Ohio river at Parkersburg had been closed; whilst that entire structure, as well as the similar grand and costly bridge at Benwood, would be soon completed; whilst the Pittsburg and Connellsville Road—an enterprise of vast significance and power, through which a volume of prosperity would flow upon our city—would in a few weeks be opened, yet much remains to be done.

The very facts of the vast growth of the commerce of Baltimore, and of the successful extensions of the Baltimore and Ohio Road, create necessities for new and additional routes and outlets. He therefore fully recognized the onerous nature of the duties which he consented again to undertake. When the fruition of the great business of the road to Pittsburg is about being realized, the importance of a continuous line through that city to Chicago becomes more palpable. The City of New York has derived an immense portion of its wealth from the trade of the Northwest. The Northwest, by availing of this most economical route, can add largely to its prosperity and power. Arrangements are in progress by which the early construction of this great line will be undertaken.

The heavy and costly work upon the Metropolitan Branch Road is being rapidly pressed, and it is hoped that this short and strong line, so interesting and important to the National Capital, will be completed within nine months.

The Valley Railroad of Virginia, through which results can be achieved most desirable and important to all interests connected with the line, should be vigorously prosecuted.

Baltimore and Washington possess the advantage of the use of the important Virginia North and South trunk road—the Orange, Alexandria and Manassas—extending from Alexandria to Lynchburg, one hundred and seventy miles. It is of special importance to the trade of Baltimore that this road shall be extended from Lynchburg to Danville.

It was unfortunate that the wise action of the City Council in aid of this road was defeated, chiefly by the active and illegitimate interference with the election in Baltimore of hostile Pennsylvania railroad interests. The object of these parties is to arrange to control Southern business, and by passing it by a tunnel through Baltimore, use their power and connections to force the trade over their lines in the interests of rival cities.

It becomes, therefore, of grave moment, in order to preserve the true geographical relations of Baltimore in a contest for Southern business, that the road from Lynchburg to Danville shall be built; and it will be proper to extend aid for this valuable object. By that road connections will be opened with the railways of North and South Carolina, Georgia, Florida, Alabama and Mississippi.

By effecting these connections the Baltimore and Ohio Company can maintain the interests of the commerce of Baltimore, and by framing its tariff so as to give the proper rates of transportation proportionate with distance, compel the Pennsylvania Road, after it has expended money in the South, as it has compelled its Northern Central Branch, to work under our influence and control at such reduced rate to Baltimore, in order to complete, as to subordinare its schemes and plans and force it, most unwillingly, to aid us in promoting the interests of Baltimore.

Heretofore this Company has succeeded not only in maintaining such low rates to Western points as to increase business vastly, but has forced the Pennsylvania Road to maintain a uniformly large difference of rates in favor of Baltimore, and against its own nominal terminal city, Philadelphia.

The Lynchburg and Danville Company will soon be prepared to present a programme under which it is hoped the work upon the extension can be soon commenced.

Mr. Garrett had the satisfaction of stating to the Board that a first-class line of steamships had been organized, and was now in operation between Liverpool and Baltimore. A few weeks since it became desirable for the Baltimore and Ohio Company to order the shipment from Liverpool of two thousand tons of steel rails by steamers. These shipments formed the basis for two cargoes, viz: of the steamships Ottawa and Caspian. These fine steamships are now on their way to this port. They are owned by Messrs. Allan, of Montreal and Liverpool, who control a fleet of twenty-three first-class steamships. The Hon. Mr. Hugh Allan has recently visited our city, and after examining its advantages and relations with the West and South, determined to instruct that, for the purpose of testing the route, a fortnightly line should be established. The first-class steamers of the Messrs. Allan will therefore hereafter sail regularly every two weeks from each side.

It proper to add that the Oceanic Steamship Company desire to make arrangements also for a line between Liverpool and Baltimore, and it is probable that this enterprising company will build a number of superior steamers to form a permanent Liverpool and Baltimore line.

The rapid development of the commerce of Baltimore must soon demand that a first-class ship canal be constructed to unite the waters of the Upper Chesapeake with those of the Delaware Bay. In view of the vast regions, Northwest, West, Southwest and South, which are using, and to a continuously increasing extent, Baltimore as their entrepot, the economy that can be effected by this canal makes the enterprise one of national importance.

Baltimore enjoys striking advantages for coastwise commerce with the Southern States, with the West Indies and with South America. If, by the construction of a canal of but twenty miles in length, more than twenty-four hours' navigation can be economized in another and extensive branch of commerce, the work must be undertaken at no distant period.

As showing the effect of the combinations of the Baltimore and Ohio Company, the President stated that the revenue for the past month of the road and its branches was $1,076,365 72.

Mr. Garrett, in closing, stated that from that strength which is the result of union and vigorous co-operation, he trusted all the valuable enterprises to which he had referred would be accomplished.

List of U. S. Patents.

Issued for Improvements relating to Railroad Construction, Rolling Stock, &c., for the week ending Dec. 13, 1870, and each bearing that date. Reported weekly for the AMERICAN RAILROAD JOURNAL, from the Office of DAVID A. BURR, Solicitor of Patents and Attorney in Patent cases, Washington City, D. C.

No.

110,008.—Exhaust Valve, William A. Carns, Malden, Mass.

110,035.—Piston Rod Packing, William Hartley, Rockford, Ills.

110,044.—Steam Jet Boiler Tube Cleaner, Roland C. Hussey, Milford, assignor to himself and Augustus O. Corbett, Boston, Mass.

110,082.—Safety Valve, Henry F. Snyder, Williamsport, Pa.

110,088.—Car Coupling, Augustus F. Street, Zanesville, Ohio.

110,093.—Railway Axle Box, James Wardrobe, Charles D. B. Fisk, John F. Curtis and George Fetley, Carlin, Nevada.

110,114.—Steam Pipe Coupling for Railroad Cars, Joseph Conner, Philadelphia.

110,117.—Car Axle Box Cover, David Cowley, Erie, Pa.

REISSUE.

4,202.—Combined India Rubber and Steel Springs, The National Spring Company of New York, assignee of Erastus T. Bussell, Patent No. 10,280, dated November 29, 1853, extended seven years.

EXTENSIONS.

Improvement in R. R. Car Seats and Couches, Theodore T. Woodruff, of Philadelphia. Letters Patent No. 16,160, dated Dec. 2, 1856 and 16,159 dated Dec. 2, 1856, reissued March 17, 1863.

Holyoke and Westfield Railroad.

Work on the Holyoke and Westfield railroad was commenced at Westfield on the 10th inst. The contract with the Canal railroad is for $375,000, of which $175,000 is to be paid in cash by monthly instalments until the road is completed, and the remainder in the bonds of the road, which are to be issued and guaranteed by the Canal road. The expense incurred for preliminary surveys is assumed by the contractors, who also agree to construct in Holyoke a passenger house 30 by 80 feet, and a freight house 60 by 150 feet, both of brick, with slate roofs. The contract includes turn tables, tanks, and all the appurtenances of the road complete, and the branch roads necessary for connection with the mills in Holyoke. The land damages are assumed by the Holyoke and Westfield company. Smith & Ripley, of New York, have sub-contracted for all the grading and masonry, which they agree to complete by October, 1871.

Cheap Fuel.

Washington, D. C., Dec. 19, 1870.

EDITOR AMERICAN RAILROAD JOURNAL.

SIR:—In your issue of the 3d inst., I find a long, interesting, and useful article on Peat, and calling on parties who have information to communicate in regard to "cheap fuel for the people" Under this invitation I write to point out an invention to supply not only the poor man with fuel at a cheap rate, but a fuel adapted to rich and poor for domestic, manufacturing and railroad purposes, &c. I was witness to the making of specimens the other day by the patentee who has just got a patent for the article. It is made of coal dust, waste, or refuse of coal, of which I understand there are millions of tons now of no use to miners, dealers in coal, or anyone else. The patentee takes this stuff and mixes it in certain proportions with Silicate, *with*, or *without* peat, sawdust, or saltpetre, and after the mixture has gone through a chemical process incident to it, and pressure applied, a coal is formed which is hard and fit for transportation in 10 or 12 days, and when broken with a hatchet into junks, presents as near as possible the natural appearance of coal proper, is easily ignited, and burns with but little smoke, no sulphur or disagreeable smell, and leaves little or no ash, no clinkers, nor slates, and gives out more heat for the size and weight of the fuel than coal proper. It can be manufactured, I am told, at from a dollar to two dollars a ton, and will compete in price, &c., &c., with the *best coal*, and is really what may be called "*a cheap fuel for the people*." This discovery invites attention and gives promise of reward not only to mine owners, who have mountains of waste coal dust, but dealers in coal in cities and towns who are pushed to get rid of it as a useless incumbrance.

Respectfully,

H. W. DERMODY.

Silver Mine in Wisconsin.

From Mr. H. W. Wheeler, of Oneota, who was of the party which lately visited this mine on the Amethyst, we have learned some further particulars in relation to the mine in addition to what we published last week. The vein is about four feet wide, well defined and projects above the surface from four to six feet, the rock being much harder than that surrounding it. It can be traced for miles through the country, and into the waters of Thunder Bay. Captain Beck had a force of twelve or fifteen men employed, and had sunk a shaft about ten feet in depth on the vein. Mr. Wheeler states that at least fifty per cent. of the rock obtained from the shaft seemed to be pure silver. An assay of a small piece of the ore from this mine—an average specimen—made yesterday by Dr. S. S. Walbank shows it to contain $5,293 60 to the ton! A marvellous yield, indeed. The ore or vein rock is a rich argentiferous galena, containing native silver, both brittle and crystalized sulphide of silver, a small quantity of zinc blende and very little or no other base metals. There is no question but that the north shore, in the vicinity of Thunder Bay, is very rich in silver veins. It is thought by many that the disclosures at Silver Island and at the mine above referred to, are but the precursors of other and richer discoveries that will follow from a more thorough examination of the country.—*Superior Times*, Dec. 10.

☞ The sale of the Gettysburg (Pa.) Railroad, with all its appurtenances and franchises, to Mr. James M. Townsend, of New Haven, Conn., for the sum of $181,000 has been confirmed by the Supreme Court.

Philadelphia and Reading Railroad.

Points of supply and distribution of Anthracite Coal from Schuylkill County, of Bituminous from Harrisburg, and Anthracite from Harrisburg, Allentown and Alburtis, on the Philadelphia and Reading Railroad, for the year ending November 30, 1870.

Amount of coal received from various Lateral Railroads in Schuylkill Coal Region:

Schuylkill Valley Railroad		109,068
Mill Creek Railroad		122,303
Mahanoy and Shamokin Railroad		1,066,694
Total at Port Carbon		1,298,065
Mount Carbon R. R. at Mount Carbon		121,525
Mine Hill and Schuylkill Haven Road at Schuylkill Haven		973,863
Schuylkill and Susquehanna Railroad at Auburn, and via P. G. & L. C. R. R.		151,852
Little Schuylkill Railroad at Port Clinton		477,160
		3,022,465
Received at Harrisb'g & Dauphin.	205,145	
" Allentown & Alburtis	83,397	
		288,543
		3,311,008
Bituminous received at Harrisburg		439,981
Total		3,750,989
Coal passing over laterals for shipment by canal	531,070	
Coal shipped west via N. C. R.R.	196 358	
Coal shipped west from Pinegrove via S. & S. R. R.	30,413	
Coal consumed on laterals	124,673	
		882,515
Total of all, tons 2240 lbs		4,633,504

Narrow Gauge Railroad.

A number of gentlemen from Reading, Lebanon, Harrisburg and Allentown are making arrangements to build a two feet six inch gauge railroad from Allentown via Reading and Lebanon to Harrisburg, running along the Tulpehocken and Swatara creeks, for the purpose of carrying local freights and passengers.

They propose using the Farley engines on a narrow track, as the cost of construction and equipment is only one-third that of the wide gauge roads of four feet eight inches. The speed on these roads is from twenty to twenty-five miles an hour, and freight can be carried at one cent per ton per mile and yield a handsome revenue upon the investment.

These roads are used extensively in Wales and in many places on the Continent, in Australia and in Canada. In the latter place they are now building a road of this kind a distance of one hundred and twenty miles. The Pacific Railroad Company are building one a distance of ninety miles as a tributary to their main road.—*Lebanon (Pa.) Courier.*

☞ Edward S. Scranton has been elected Secretary and Treasurer of the Shore Line Railroad *vice* W. T. Bartlet', resigned. After this month the office of the company at New Haven will be closed, and its general business transacted at the New York offices of the New York and New Haven Railroad to which the Shore Line is leased.

☞ Trains on the Portland and Ogdensburg Railroad are now running to Baldwin, 4½ miles beyond Steep Falls.

☞ The contract to build the last six miles of the Great Falls and Conway Railroad extension has been taken and the work begun.

☞ The Hecla Mining Company will pay a dividend of $5 per share Jan. 5.

Railways in Russia.

The following is a list of railways constructed and in course of construction:

OPEN.	Miles.
St. Petersburg to Pavlovsk	17
" Oranienbaum	32¾
" Warsaw	669¼
Branch from Wilna to Wirballen	118
" to Baltic Port	258¾
" to Moscow	402¾
Rybinsk to Bologoe	186¾
Torjok to Ostachkoff	66
Moscow to Yaroslav	144
" to Nizhni-Novgorod	278¼
Branch to Ivanovo	56¾
" to Smolensk	262
" to Voronezh	367¼
Riazhsk to Skopin	22
" to Morshansk	80¾
Kozlof to Tambof and Umet	117¼
Riga to Mitau	26
" to Dunaburg, Vitebsk to Orel	623
Orel to Griazi	189
Griazi to Borisogliebsk	130
Tsaritsin to Kalatch	48¾
Moscow to Kursk	335
Kursk-Kharkof-Taganrog-Rostof	520
Rostof-Novo Tcherkask	48
Kursk to Kief	294¾
Kief to Odessa	545¼
Branch to Wolotchisk	100
" to Tiraspol	29¼
Balta to Krementchug	253
Warsaw to Brest	128
Warsaw to Thorn	142
Branches to Austrian Frontier	210
Finland Railway—St. Petersburg to Helsingfors and Tavarthus	297¼
	6,997

IN COURSE OF CONSTRUCTION.	
Smolensk to Brest	353
Libau to Kovno	183
Novgorod to Tchudovo	45
Lyk-Byalortok-Brest	150
Brest to Berditchef	334
Voronezh to Rostof	337
Tambof-Saratof	155
Borisogliebsk to Tsaritsin	233
Tiflis to Poti	156
Tiraspol to Kishinef-Jassy	41¼
Ivanovo-Kineshma	58
	2,055

It will be seen thus that there are in Russia some 7,000 miles actually open (one only—the branch of the Kief-Oders line—though finished, not being yet publicly open) and some 2,000 more in actual construction, parts of which will be opened in a few months. There are besides many others which are projected and agreed on by the Government, but for which the concessions are not granted. During the Crimean war there existed but two railways, the suburban one of St. Petersburg to Tsarskoe-Selo (17 miles), and the Moscow-Petersburg (400).—*London Railway Times.*

☞ The railway bridge over the Sutlej river, completing through railway communication between Calcutta and Lahore, was opened in state by the Maharajah of Putteala on the 15th of October.

☞ Track laying has been commenced on the line of the new railroad from Schenectady to Duanesburg, on the Albany and Susquehanna railroad. The road is about 14 miles in length.

☞ The Cayuga Midland Railroad Company has just been formed, to build a road from Auburn to Ithica, with a branch from some point in Lansing to Freeville or Dryden village.

☞ The Chesapeake and Ohio Canal will be closed on the 25th of December.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods	Last Dividend Payable.
Albany & Susquehanna...100	$1,774,824	.....	.....
American Central.....100	800,000	J. & J.	Jul. '69 8
Atlanta and West Point...100	1,232,200	J. & J.	July '70 4
Atlantic & N. Carolina ...100	5,545,225	.....	.....
Atlantic & Gt. Western ... 50	25,879,923	.....	.....
" " " pref. 50	1,919,000	.....	.....
Atlantic & St. Lawrence*.100	2,494,900	M. & S.	Sept '70 2
Augusta and Savannah ...100	733,700	J. & J.	Jan.'70 3½
Baltimore and Ohio.....100	16,157,962	A. & O.	Oct. '70 4
Do. Washington Br.....100	2,850,000	A. & O	Oct. '70 5
Baltimore City Passenger....	670,000	F. & A.	Aug.'70 3
Bay de Noquet & Marq...100	1,250,000	A. & O.	Apl.'68 3
Belvidere Delaware.....100	996,250	.....	.....
Berkshire*.....100	600,000	J.A J&O	Oct. '70 0
Bloomsburg & Corning.*..... 50	250,000	J. & D.	Dec.'69 2½
Boston and Albany 100	13,725,100	J. & J.	Dec. '70 5
Boston and Chelsea 100	110,000	A. & O.	Oct. '70 4
Boston, Concord & Mont..100	459,900	.....	.....
Do., do. pref..100	1,340,400	M. & N	Nov. '70 3
Boston and Lowell.....300	1,891,500	J. & J.	Dec. '70 4
Boston and Maine.....100	4,076,974	J. & J.	Dec. '70 5
Boston and Providence ...100	3,360,000	J. & J.	Dec. '70 5
Broadway (South Boston) 50	400,000	J.A. J.O.	Oct. '70 2½
Broadw'y & 7th Av.(N.Y.)100	2,100,000	J. & D.	June '70 3
Brooklyn City..... 10	1,000,000	F.M.A.N	Nov. '70 3
Brooklyn City & Newt'n..100	399,800	.....	July'70 3½
Buffalo, Bradford & Pitts.100	1,100,000	.....	.....
Buff., New York & Erie*.100	980,000	M. & N.	Nov '70 3½
Buffalo and Erie.....100	5,000,000	F. & A.	Aug. '70 4
Cambridge Horse (Bost'n)100	727,800	A. & O.	Oct. 70 4½
Camden and Amboy.....100	5,000,000	F. & A.	Aug. '70 5
Camden and Atlantic,pref. 50	600,000	.....	.....
Camden & Burlington Co.100	331,000	.....	July '69 3
Cape Cod 60	721,926	J. & J.	July '76 5
Cape May and Millvi le* . 50	447,000	J. & D.	Dec. '70 3
Catawissa. 50	1,150,000	.....	.....
Catawissa, pref..... 50	2,200,000	M. & N.	Nov'70 3½
Cayuga & Susquehanna.* 50	589,110	J. & J.	July'70 4½
Cedar Rapids & Mo. pref..100	755,000	M. & N.	Nov'70 3½
Central of Georgia.....100	4,666,800	J. & J	July'70 5
Central of New Jersey....100	15,000,000	J. & J.	Dec. '70 4
Central Ohio.....100	2,600,000	J. & D.	Dec. '70 3
Do. pref.....100	400,000	J. & D.	Dec. '70 3
Cen. Park, N. & E. River.100	970,000	.....	Oct. 61 2½
Chemung*.....100	380,000	J.A. J&O	Jan. '70 3
Cheshire, preferred 100	2,017,825	J. & J.	Dec. '70 3
Chicago and Alton.....100	5,141,800	M. & S.	Sept.'70 5
" pref...100	2,425,400	M. & S.	Sept.'70 5
Chicago, Burl. & Quincy . 50	13,825,025	M. & S.	Mar. '70 5
Chicago, Iowa & Nebras*.100	2,600,000	J. & J.	Dec. '70 5
Chicago and Milwaukee*.100	2,227,000	.....	.....
Chicago & N. Western....100	14,590,162	J. & D.	Dec. '70 5
" " pref.100	18,159,097	J. & D.	Dec. '70 5
Chicago, R. I. & Pacific...100	16,000,000	A. & O.	Oct. '70 4
Cin., Ham. & Dayton.....100	3,500,000	A. & O.	Oct. '70 4
Cincinnati City Passenger...	.....	J'n &J'ly	Jan.'68 2
" Street.....	.....	J. & J.	Jan.'68 2
Cin., Sand. & Clev. pref... 50	428,846	M. & N.	Nov '70 3
Citizens' Passenger (Phil.) 50	192,750	J. @ J.	July '70 7
Clev., Col., Cin. & Ind....100	10,450,000	F. & A.	Aug'70 3½
Cleveland & Mahoning*... 50	2,056,400	M. & N	Nov'70 3
Cleveland and Pittsburg... 50	5,958,775	F.M.A.N	Nov'70 2½
Cleveland and Toledo* ... 50	5,000,000	F. & A.	Aug. '70 4
Col., Chi. & Indiana Cen..100	10,460,900	.....	.....
Columbus and Xenia*..... 50	1,786,200	M.J.S.D.	Dec. '70 2
Concord..... 50	1,500,000	M. & N.	Nov '70 5
Concord & Ports., guar....100	350,000	J. & J.	July'70 3½
Coney Island & Brooklyn.100	600,000	.....	.....
Conn. & Passump. Rivers.100	139,000	.....	.....
Do. do. pref.100	1,322,100	F. & A.	Dec. '70 3
Connecticut River.....100	1,700,000	J. & J.	Dec. '70 5
Cumberland Valley..... 50	1,316,900	A. & O.	Apl. '70 4
Danbury and Norwalk ...100	400,000	.....	.....
Dayton and Michigan*....100	2,390,646	.....	.....
Delaware*..... 50	594,260	J. & J.	July '70 3
Del., Lackaw. & Western. 50	13,356,020	J. & J.	Dec.'70 6a
Des Moines Valley.....100	1,820,200	.....	.....
Detroit & Milwaukee.....100	452,350	.....	.....
" " pref.100	2,095,000	.....	Dec. '69 7
D. Dock, E. B'dw. & Bat..100	1,200,000	F.M.A.N	May'70 2½
Dubuque and Sioux City..100	1,673,841	J. & J.	Dec. '70 3½
Do. do. pref.100	1,987,351	J. & J.	Dec. '70 3½
East Mahanoy 50	392,550	J. & J.	July '70 3
Eastern (Mass.).....190	3,883,300	J. & J.	Dec. '70 4
Eastern (N. H.).....100	492,500	J. & J.	Dec. '70 4
East Pennsylvania 50	654,600	.....	July '70 3
East Tenn. and Georgia...100	1,290,067	.....	.....
East Tenn. and Virginia...100	1,902,000	.....	.....
Eighth Avenue (N. Y.) ...100	1,000,000	J.A J&O	Jan. '68 4
Elm., Jeffers. & Canand*.100	500,000	F. & A.	Aug'70 2½
Elmira & Williamsport*. 50	500,000	M. & N.	Nov'70 2½
Do. do. pref. 50	500,000	J. & J.	July'70 3½
Erie Railway 100	70,000,000	F. & A.	Feb.'66 4
Do. pref.....100	8,836,910	Annual	Dec'69 7a
Erie & Pittsburg 50	962,990	M.J.S.D.	Dec'70 1½
Evansville & Crawfordsv.100	1,148,445	.....	.....
Fitchburg.....100	3,540,000	J. & J.	Dec. '70 4
Fitchburg & Worcester...100	248,000	J. & J.	Jan. '69 3
Flint and Holly 100	500,000	M. & N.	M'y '67 5
Forty-Sec. St. & G. St. F'y.100	750,000	M. & N.	May '70 5
Frankf. and Southw.(Ph.) 50	491,620	J. @ J.	July '70 3
Georgia 100	4,156,000	J. & J.	Jan. '70 4
Germantown (Phila.)..... 50	112,245	J. & J.	Dec. '70 3
Girard College (Phila.) ... 50	160,000	J. & J.	Jul. '67 2
Granite.....100	.....	M. & S.	Sept'70 4
Green and Coates St.(Ph.) 50	150,000	J. & J.	July '70 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Hartford and New Haven.100	3,300,000	J.A.J&O	Oct. '70 3
Hannibal and St. Joseph..100	3,000,000	.....	Aug'70 3½
Do. do pref.100	5,253,880	.....	Aug. '70 7
Hanover Branch, P'a..... 50	116,850	M. & N.	Nov.'70 5
Housatonic.....100	820,000	.....	.....
" pref 100	1,180,000	J. & J.	July '70 4
Huntingdon & B'd Top ... 50	494,380	.....	.....
" " pref. 50	190,750	J. & J.	J'n.'68 3½
Illinois Central 100	25,278,710	F. & A.	Aug. '70 5
Indianapolis, Cin. & Lafay.50	6,185,897	M. & S.	Sep. '67 4
Jeffersonv., Mad. & Ind....100	2,000,000	J. & J.	Jan. '68 5
Joliet and Chicago*.....100	1,500,000	J.A.J&O	Oct.'70 1½
Joliet & North. Indiana*.100	300,000	J. & J.	July'70 4
Lake Shore & Mich. So. ...100	38,000,000	F. & A.	Aug. '70 4
" " guar.100	533,500	F. & A.	Aug.'70 4
Lackawanna & Bloomsb... 50	1 335,000	.....	.....
Leeds and Farmington*.....	.....	J. & J.	Jan. '70 2½
Lehigh and Mahanoy..... 50	2,158,565	J. & J.	Jan. 67 6
Lehigh and Susquehanna.. 50	8,739,800	M. & N.	M'y.'67 5
Lehigh Valley 50	10,731,400	J.A.J&O	Dec.'70 2½
Lehigh Luzerne..... 50	344,650	J. & J.	Jan.'69 4
Little Miami..... 50	3,572,400	M.J.S.D.	Dec. '70 2
Little Schuylkill*..... 50	2,646,100	J. & J.	July'70 3½
Lomb. and South St (Ph.) 25	90,000	.....	.....
Long Island..... 50	3,000,000	F.M.A.N.	Aug.'66 2
Louisv., Cin. and Lex.... 50	1,621,736	J. & J.	Jul. '69 3
" " pref..100	848,315	J. & J.	Jul.'70 4½
Louisville and Nashville..100	8,780,501	F. & A.	Aug. '70 4
Louisv., N.Alb.& Chicago.100	2,800,000	.....	Dec. '70 3
Lowell and Lawrence 100	200,000	A. & O.	Oct. '70 3
Lowell Horse 100	55,830	J. & J.	Jan. '70 3
Macon and Western.....100	2,000,000	J. & J.	July'70 5
Mahanoy & B'd Mount'n* 50	1,676,915	.....	.....
Maine Central.....100	1,611,500	.....	.....
Manchester & Lawrence.100	1,000,000	M. & N.	Nov. '70 5
Marietta & Cincinnati..... 50	3,029,778	.....	.....
" " 1st pref. 50	8,130,719	M. & S.	Sep. '66 3
" " 2d pref. 50	4,460,368	M. & S.	Sep. '66 3
Memphis and Charleston.100	5,312,725	.....	June'69 3
Memphis and Ohio 100	570,000	.....	.....
Metropolitan (Boston).....100	1,250,000	J. & J.	July'70 5
Michigan Central 100	11,197,348	J. & J.	Dec. '70 5
Middlesex (Boston).....100	400,000	A. & O.	Oct. '70 3
Mill Creek and Minehill*. 50	323,375	J. & J.	Jan. '70 5
Millville and Glassboro' ...100	405,020	F. & A.	Feb. '70 5
Milw. & Prairie du Chien.100	.....	.....	.....
" " 1st pref.100	.....	.....	.....
Milw. & St. Paul.....100	7,665,104	Dec. 1870	Dec.'70 7a
" " " pref.....100	9,744,263	Dec. 1870	Dec. '70 7
M. Hill & Schuylk. Haven 50	3,775,600	J. & J.	Dec. '70 4
Mobile and Ohio 100	3,762,400	.....	.....
Montgomery & W. Point..100	1,644,104	J. & D.	Dec.'67 4
Morris and Essex 50	7,880,100	.....	Dec.'70 3½
Mt. Carbon & Pt. Carbon* 50	282,350	J. & J.	July '70 3
Nashua and Lowell.....100	720,000	M. & N.	Nov. '70 5
Nashville & Chattanooga..100	2,056,544	.....	.....
Naugatuck.....100	1,436,600	F. & A.	Feb. '70 5
New Bedford & Taunton.100	500,000	J. & J.	July '70 4
New Haven & N. London..100	738,538	.....	.....
N. Haven & Northampton.100	1,344,000	J. & J.	Jan. '68 3
New Jersey.....100	6,250 000	F. & A.	Aug '70 5
New London Northern....100	895,000	.....	July '70 4
N.Y. Central & Hudson R.100	45,000,000	A. & O.	Oct. '70 4
" Certificates.100	44,600,000	A. & O.	Oct. '70 4
New York and Harlem.... 50	5,500,000	J. & J.	Dec. '70 4
" " pref. 50	1,500,000	J. & J.	Dec. '70 4
New York & New Haven.100	9,000,000	J. & J	July'70 5
N. Y., Provid. & Boston ..100	2,000,000	J. & J	July '70 4
Nisg. Bridge & Canandai*100	1,000,000	J. & J.	July '70 3
Ninth Avenue.....100	797,400	.....	.....
Norfolk & Petersb'g guar.100	137,500	J. & J.	July '70 3
North Carolina.....100	4,000,000	A. & J.	July '70 3
Northern Central 50	5,000,000	M. & N.	Nov.'70 3
North Eastern (S.C.) pref.100	155,000	.....	May '67 4
Northern of N. Hampsh,.100	3,068,400	J. & D.	Dec. '70 4
North Pennsylvania..... 50	3,150,150	.....	Jan.'70 5a
Norwich & Worcester ...100	2,368,600	J. & J.	Aug.'70 5
Ogdensb. & L. Champl'n.100	3,040,900	J. & J.	Jan.'71 3½
" " pref.100	1,994,900	A. & O.	Oct. '70 4
Ohio and Mississippi.....100	20,000,000	.....	.....
" " pref.100	3,500,000	J. & D.	Dec.'70 3½
Oil Creek & Allegheny R. 50	4,259,000	J.A.J&O	Dec.'70 2½
Old Colony & Newport ...100	4,848,320	J. & J.	Dec. '70 3
Orange and Newark 100	281,550	.....	.....
Oswego and Syracuse..... 50	482,400	F. & A.	Aug.'70 4
Pacific of Missouri.....100	3614,515	.....	.....
Panama.....100	7,000,000	J.A.J&O.	July'70 2½
Paterson and Ramapo.....100	248,500	J. & J.	July '70 2
Paterson and Hudson Riv100	630,000	J. & J.	July'70 4½
Pennsylvania 50	21,045,750	M. & N.	Nov. '70 5
Peoria & Bureau Valley*.100	1,200,000	.....	Aug. '70 4
Peoria and Hannibal.....	600,000	J. & J.	Jul. '69 8
Philadelphia and Erie*... 50	6,004,200	J. & J.	Jan. '68 3
" " " pref....	2,400,000	J. & J.	July '70 4
Philadelphia and Reading 50	26,280,350	J. & J.	Dec. '70 5
Do. Do. preferred. 50	1,551,300	J. & J.	Dec. '70 5
Phil., Germ'nt'n & Nor't'n 50	1,535,550	A. & O.	Oct. '70 5
Phila. and Trenton*.....100	1,259,120	F. & A.	Aug. '70 5
Phila., Wil. & Balt..... 50	9,053,300	J. & J.	Dec. '70 4
Philadelphia City..... 50	100,000	J & J.	Jan. '70 3
Philadelphia and Darby.. 20	100,000	J. @ J.	July'70 –
Phila. and Grey's Ferry ... 25	217,697	J. @ J.	Jan. '71 2
Pittsb., Ft. W. & Chi. gtd.*100	19,666,000	J.A. J&O	Apl.'70 1½
Pittsfield and N. Adams..100	450,000	J. @ J.	July '70 3
Portland and Kennebec...100	582,300	J. & J.	Jan. '70 3
Do. Yarmouth Stock..100	202,400	A. & O	Apl. '70 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Portl., Saco & Portsm'th*.100	$1,500,000	J. & D.	Dec. '70 3
Providence & Worcester.100	1,800,000	J. & J.	July'70 5
Raleigh and Gaston.....	.....	.....	Jul. '69 3
Rensselaer and Saratoga ..100	3,000,000	A. & O.	Oct.'70 3½
Richmond and Danville ...100	2,000,000	.....	.....
Richmond and Petersb g..100	847,100	.....	.....
Rich., Fred. and Potomac.100	1,041,800	.....	.....
Rockport 100	88,400	.....	Nov.'67 2
Rome, Watert. and Og'nb..100	2,400,000	J. & J.	July'70 5
Rutland preferred.....100	.....	F. & A.	Aug'69 3½
St. L., Alt. and T. Haute..100	2,300,000	.....	.....
" " " pref.100	2,040,000	Annual.	June'70 7
St. L., Jack'nv. and Chic'o.100	1,469,429	.....	.....
Sandusky and Cincinnati.100	2,089,000	.....	.....
" " pref.100	445,596	M. & N.	Nov.'70 3
Sand., Mansf. and Newark.100	901,341	.....	.....
Savannah and Charleston.100	1,000,000	.....	.....
Schuylkill and Susqueh'a. 50	1,269,150	.....	.....
Second and Third St.(Ph.) 50	203,757	J. @ J.	July'70 3
Schuylkill Valley* 50	576,050	J. & J.	Jul.'70 2½
Seaboard and Roanoke....100	868,200	M. & N.	Nov.'70 4
Second Avenue (N. Y.)....100	670,000	.....	July'70 2
17th & 19th streets (Ph.).. 50	130,000	.....	July'70 2
Shamokin V. and Pottsv.* 50	869,450	F. & A.	Aug.'70 3
Shore Line.....100	636,200	J. & J.	Dec.'70 5
Sixth Avenue (N. Y.) 100	750,000	.....	May'70 –
Somerville 100	75,000	M. & N.	Nov.'70 3
South Carolina 100	5,819,275	.....	.....
South Shore 100	259,685	.....	Jul.'68 3
South Western, Georgia...100	3,939,900	F. & A.	Aug.'70 4
Staten Island.....100	660,000	J. & J.	Jul. '67 4
Stony Brook 100	267,300	M. & N.	May'70 3
Steubenville and Indiana.100	1,983,141	.....	.....
Stockbridge & Pittsfield*100	448,700	.....	.....3½
Summit Branch 50	250,000	F. & A.	Aug. '70 3
Syr., Bingham. and N. Y.100	1,314,130	.....	.....
Taunton Branch 100	250,000	J. @ D.	Jun.'70 4
Tennessee and Alabama .100	595,922	.....	.....
Terre Haute and Indiana. 50	1,983,150	J. & J.	July'70 6
Third Avenue (N. Y.).....100	1,750,000	.....	May '70 –
Thirteenth and Fif. (Ph.).. 50	.....	J. @ J.	Dec'70 2½
Tol., Peoria and Warsaw.100	2,700,000	.....	.....
" " (E. D.) pref.100	1,700,000	January,	1870,11.4s
" " (W. D. pref..100	1,300,000	.....	.....
Tol., Wabash and West...100	11,700,000	.....	.....
" " pref100	1,000,000	M. & N.	May'70 3½
Troy and Boston.....100	607,111	.....	.....
Troy and Greenbush*.....100	274,400	J. & D.	Jun'70 3½
Union Transport'n (Bos.).100	200,000	M. & N.	Nov.'70 4
Union (Phila.) 50	291,475	J. @ J.,	July'70 3
Utica and Black River.....100	834,400	J. & J.	July '70 3
Vermont and Canada*.....100	2,500,000	J. & D.	Dec. '70 4
Vermont Central.....100	5,000,000	.....	.....
Vermont and Massachu'ts.100	2,800,000	J. & J.	July'70 0
Vicksburg and Meridian...100	357,408	.....	.....
Virginia Central 100	3,353,579	.....	.....
Virginia and Tennessee...100	3,506,300	.....	.....
Western Union 100	2,707,693	.....	.....
West Jersey 50	1,209,000	F. & A.	Aug.'70 5
West Philadelphia..... 50	249,100	J. & J.	July'70 5
Wilm. and Weldon.....100	1,463,775	.....	.....
Winchester and Potomac....	.....	J. & J.	July'70 3
Warren.....100	1,547,650	.....	.....3½
Worcester and Nashua ... 75	1 522,500	J. & J.	Jul.'70 $5
CANALS.			
Chesapeake and Delaware 50	1,818,963	J. & D.	Dec. '70 3
Chesapeake and Ohio 25	8,228,595	.....	.....
Delaware Division..... 50	1,633,350	F. & A.	Aug. '70 4
Delaware and Hudson.....100	10,000,000	F. & A	Aug.'70 5
Delaware and Raritan.....100	2,521,300	F. & A.	Aug.'70 5
Erie of Pennsylvania..... 50	64,000	.....	.....
Lehigh Coal and Navigat.. 50	8,739,800	M. & N.	M'y '67 3
Monongahela Navigation.. 50	728 100	J. & J.	July'70 3
Morris (consolidated)..... 10	1,025,000	F. & A.	Feb.'67 3
" (preferred).....100	1 175,000	F. & A.	Feb.'70 5
Pennsylvania 50	4,300,000	.....	.....
Schuyl. Navigation (cons.) 50	1,908,207	F. & A.	Feb.'67 6
" " (pref.) 50	2,838,805	F. & A.	Feb.'67 6
Susq. and Tide Water..... 50	2,002,746	.....	.....
Union..... 50	2,907,850	.....	.....
" preferred 50	.....	.....	.....
W. Branch and Susq..... 50	1,100,000	J. & J.	Jan. '65 5
Wyoming Valley..... 50	800,000	irregular	Oct. '67 4
MISCELLANEOUS.			
Pacific Mail Steamship....100	20,000,000	MJS&D.	Sept.'69 3
West'n Union Telegraph.100	41,063,000	J. & J.	Jan.'70 2
American Coal..... 25	1,500,000	M. & S.	M. '70 3
Ashburton 50	2,500,000	J. & D.	Dec.'66 4
Butler Coal..... 25	500,000	J. & D.	Dec.'70 2
Central Coal 100	2,000,000	J. & J.	July'65 5
Fulton Coal..... —	.....	J & J.	Jan.'70 4
Lackawanna Coal..... —	200,000	J. & J.	Jan'69 2½
Mt. Pleasant Coal..... 40	200,000	.....	Dec'68 2½
Pennsylvania Coal 50	3,200,000	FMA&N	Aug.'70 5
Roaring Brook Coal..... —	200,000	.....	Dec'68 2½
Short Mt. Coal..... 50	300,000	.....	Jan. '70 5
Spring Mountain Coal..... 50	1,250,000	J. & J.	Dec.'70 6
Spruce Hill Coal..... 10	1,000,000	J. & J.	Jan. '67 5
Wilkesbarre Coal.....100	3,400,000	M. & N.	Nov.'69 5
Wyoming Valley Coal 100	1,250,000	F. & A.	Aug. '66
Adams Express.....100	10,000,000	.....	Dec. '70 2
Am. Merchants Union Exp.100	18,000,000	.....	July'70 3
United States Express 100	6,000,000	FMA&N	N'v.'69 2½
Wells, Fargo & Co. Exp...100	5,000,000	.....	.....

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Central Pacific (in gold):													
1867	38,169	51,831	60,029	81,156	95,828	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,470,563
1868	64,463	86,937	81,396	96,481	106,835	164,729	259,590	251,832	262,770	296,422	286,562	342,743	2,300,767
1869	212,604	218,982	391,308	485,048	568,270	556 080	532,657	511,854	699,788	579,642	535,366	460,659	5,670,882
1870	413,104	394,176	488,333	633,758	768,720	729,274	784,099	807,815	833,413	804,800	761,600	.....	.....
Chicago and Alton:													
1863	109,350	101,365	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	138,294	1,673,706
1864	100,991	154,418	195,808	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,808	252,015	2,779,484
1865	280,508	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,280	357,956	307,919	286,924	3,940,092
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360,223	328,039	271,247	3,696,153
1867	243,787	157,832	235,961	282,165	335,510	342,358	354,244	415,982	408,999	426,752	359,102	330,109	3,892,861
1868	276,117	275,140	267,094	279,121	303,342	384,504	404,012	558,101	486,196	503,745	409,569	361 701	4,508,643
1869	343,182	315,099	388,727	328,390	345,833	402,854	351,045	493,232	506,623	463,212	397,515	340,851	4,681,563
1870	293,978	323,825	344,356	334,658	395,044	411,986	421,485	501,049	493,635	483,658	432,492	.....	.....
Chicago, Rock Island and Pacific:													
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1864	158,735	175,482	243,150	185,013	198,679	243,178	224,980	307,874	375,860	324,865	336,617	321,087	3,095,470
1865	305,554	246,331	289,403	196,580	234,612	321,818	244,121	306,231	389,489	307,523	270,073	201,779	3,313,514
1866	241,395	183,385	257,230	209,099	277,506	306,693	238,926	317,977	400,941	423,474	345,028	260,268	3,466,922
1867	292,047	224,621	272,454	268,369	297,625	276,681	297,513	444,024	566,403	599,549	442,275	377,058	4,358,614
1868	308,587	297,464	276,431	301,952	316,709	378,436	341,885	568,380	558,387	591,209	424,589	433,485	4,797,464
1869	333,319	368,208	398,740	388,386	449,982	523,841	455,607	632,652	786,555	584,156	479 238	398,468	5,694 100
1870	401,275	449,655	500,393	443,300	507,900	529,512	462,400	556,100	597,600	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,334	296,169	473,186	551,122	435,945	407,688	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	669,605	729,759	716,378	568,400	6,114,566
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	932,683	754,671	547,942	7,976,490
1866	523,566	399,917	523,845	537,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1867	696,147	574,664	765,398	774,280	895,712	893,658	888,214	1,063,237	1,448,942	1,541,057	1,211,530	879,900	11,632,739
1868	724,890	807,478	850,192	1,094,597	1,211,150	1,180,933	1,076,674	1,251,940	1,507,479	1,570,067	1,107,084	1,001,987	13,384,471
1869	892,093	830,287	1,142,166	1,112,190	1,268,444	1,251,951	1,157,056	1,037,974	1,305,673	1,371,780	1,140,145	845,708	13,355,467
1870	706,025	753,782	858,359	929,077	1,177,897	1,139,284	1,034,393	1,227,513	1,259,282	1,306,338	1,037,964	.....	.....
Cleveland, Col., Cin. and Indianapolis:													
1868	242,205	236,160	242,509	236,435	193,959	203,696	218,347	271,425	287,451	293,296	262,798	230,061	2,918,342
1869	204,112	180,840	239,522	247,661	241,456	259,408	253,367	341,783	320,025	293,615	271,555	242,621	3,095,965
1870	201,500	218,600	244,161	246,046	260,169	274,021	249,355	319,012	317,887	339,239	319,573	.....	.....
Illinois Central:													
1862	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,336	372,593	359,468	3,445,827
1863	299,944	271,085	275,643	289,224	334,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571,028
1864	327,900	416,588	459,762	423,797	406,373	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1865	571,536	528,972	616,665	516,608	460,573	617,682	578,403	747,469	739,736	641,589	643,887	518,088	7,181,206
1866	606,053	505,266	505,465	411,605	569,250	567,679	480,626	578,253	571,348	661,971	588,219	504,066	6,546,741
1867	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,327	738,530	823,901	727,810	613,329	7,160,992
1868	587,446	536,165	444,443	518,800	572,551	626,249	549,714	794,325	889,967	931,530	685,401	681,041	7,817,629
1869	659,138	524,693	709,645	568,282	640,975	778,261	696,228	841,363	979,401	914,406	814,413	696,877	8,823,482
1870	654,587	663,391	644,374	597,571	645,253	759,215	645,768	861,358	870,584	862,171	841,991	.....	.....
Marietta and Cincinnati:													
1866	90,411	85,447	84,351	81,181	96,388	103,373	98,043	106,921	104,866	113,504	112,962	123,802	1,201,289
1867	94,136	78,976	92,910	92,768	90,526	96,535	106,594	114,716	121,217	142,823	132,387	123,383	1,278,713
1868	92,433	81,599	98,482	108,461	95,416	95,924	108,413	126,556	121,519	125,065	119,169	121,408	1,294,095
1869	98,517	91,666	103,558	109,526	111,033	118,648	114,496	129,388	140,473	132,869	131,019	109,629	1,390,822
1870	90,177	98,275	101,379	106,246	110,213	111,117	111,127	118,407	132,998	153,531	144,023	.....	.....
Michigan Southern & Northern Indiana:													
1864	256,600	304,445	338,454	330,651	267,126	315,258	278,891	358,862	402,219	407,107	448,934	411,806	4,120,152
1865	363,996	366,361	413,974	365,180	351,489	387,095	301,613	418,575	486,808	524,760	495,072	351,799	4,826,727
1866	312,846	277,234	412,715	413,970	418,[illegible]	384,684	338,858*	384,401	429,177	496,655	429,546	352,218	4,650,328
1867	305,857	311,088	395,372	409,248	357,[illegible]	307,968	313,130	434,318	488,388	530,871	429,785	380,034	4,663,808
1868	362,021	338,335	378,735	452,429	399,3[illegible]	365,117	308,502	437,600	521,326	543,886	436,399	437,503	4,961,153
1869—*Including Lake Shore	1,006,998*	880,593*	1,140,000*	473,544	445,[illegible]	408,189	727,045*	838,777*	1,239,725*	1,279,602*	1,124,745*	1,048,272*	.....
1870	931,873*	1,006,961*	1,162,697*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1862	230,150	159,658	151,902	175,696	186,039	174,902	172,189	216,624	295,956	322,369	307,474	258,634	2,650,702
1863	242,073	245,858	236,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	306,186	3,163,065
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405,510	376,470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	476,661	490,694	447,670	328,870	4,520,550
1866	282,439	265,796	337,158	343,737	365,196	335,083	324,986	359,646	429,161	493,640	414,604	308,669	4,260,115
1867	304,095	283,661	375,210	362,783	333,952	284,977	313,021	398,993	464,778	506,296	412,934	330,373	4,371,073
1868	343,316	304,315	326,880	415,758	369,236	325,501	321,013	392,942	456,973	511,820	410,826	390,671	4,509,251
1869	384,190	320,636	386,527	411,814	403,646	366,623	329,950	353,569	473,546	490,772	448,419	374 542	4,744,164
1870	337,992	329,128	380,430	412,030	406,283	363,187	326,691	378,880	467,990	511,447	453,873	.....	.....
Milwaukee and St. Paul:													
1867	319,768	240,755	261,143	316,256	401,900	369,356	365,412	350,565	751,738	1,101,771	775,616	438,323	5,683,608
1868	369,228	321,203	338,508	436,412	565,718	458,191	423,398	522,682	1,024,045	1,037,464	556,917	468 880	6,517,646
1869	454,590	330,400	420,951	460,288	630,844	678,923	586,531	525,547	724,732	1,040,102	801,195	496,566	7,250,669
1870	396,171	382,823	377,000	443,133	730,700	755,737	636,434	661,020	808,318	908,313	791,014	.....	.....
North Missouri:													
1869	119,721	94,927	136,263	149,184	139,000	150,416	160,149	155,586	231,662	235,513	248,838	.....	.....
1870	213,101	196,207	239,161	269,490	259,000	208,493	196,724	229,099	264,690	235,240	266,836	.....	.....
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,444	224,963	223,242	268,177	302,596	332,400	278,006	346,243	275,950	3,311,077
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,553	284,319	3,793,005
1866	267,541	246,109	326,236	277,424	283,130	253,925	247,262	305,454	278,701	310,762	302,426	281,613	3 350 583
1867	242,793	219,065	279,647	284,729	282,939	240,135	234,633	322,521	365,371	379,367	336,066	272,053	3,459,319
1868	211,973	231,351	265,905	252,149	204,620	217,082	194,455	287,557	307,122	283,329	274,637	233,861	2,964,041
1869	180,366	216,080	221,459	214,409	218,639	223,236	192,364	275,220	292,803	328,044	298,027	254,896	2,915,543
1870	196,787	218,234	253,065	270,934	246,266	249,987	211,219	300,971	318,957	355,187	316,054	.....	.....
Pacific of Missouri:													
1869	194,112	207,302	294,302	278,247	264,273	249,349	184,411	262,515	350,613	329,243	298,708	.....	.....
1870	200,879	250,617	294,874	289,550	283,221	263,328	260,449	343,195	358,677	341,373	321,659	.....	.....
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,088,837
1863	335,685	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	746,955	526,009	6,324,083
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149	812,178	9,555,510
1865	653,053	608,305	116,215	923,283	416,341	566,979	957,194	1,121,205	1,351,579	1,419,232	1,196,955	702,685	10,083 026
1866	738,061	725,967	779,198	861,604	1,109,267	1,140,301	996,841	1,252,386	850,742	887,793	874,974	436,990	10,637,124
1867	500,488	534,561	703,618	836,603	965,358	903,974	864,637	693,104	873,153	956,658	837,351	586,779	9,256,284
1868	427,437	518,174	651,019	817,750	761,220	744,188	314,472	631,143	1,006,631	1,159,726	1,113,398	889,924	8,735,082
1869	479,236	525,490	755,433	904,834	499,463	630,680	1,232,903	1,454,026	1,294,621	1,235,366	1,476,405	.....	.....
St. Louis, Alton and Terre Haute:													
1866	178,120	155,893	192,138	170,485	168,699	162,532	166,015	222,953	198,884	244,834	212,227	177,364	2,250,142
1867	149,658	149,342	174,153	188,162	171,736	156,066	172,933	220,788	219,160	230,340	205,095	180,971	2,218,402
1868	127,593	133,392	149,164	155,388	130,545	140,408	143,987	204,597	198,910	210,473	174,500	168,696	1,935,753
1869	132,623	127,817	175,950	171,868	157,398	154,133	144,164	186,889	202,238	205,750	189,851	160,085	2,008,965
1870	152,393	158,788	172,216	172,347	155,081	150,719	.....	167,305	175,453	.....	.....	.....	.....
St. Louis and Iron Mountain:													
1870	93,753	95,610	105,033	108,716	117,625	116,242	107,524	122,000	124,124	127,096	121,795	.....	.....
Toledo, Wabash and Western:													
1867	237,674	200,798	270,630	317,052	329,078	304,810	309,591	364,724	382,996	406,766	351,759	333,430	3,909,353
1868	278,712	265,137	257,800	286,825	260,529	293,344	283,833	484,209	450,203	429,898	223,270	399,439	4,013,209
1869	284,193	240,395	242,705	311,833	312,580	348,891	310,800	450,246	470,720	422,369	323,377	434,284	4,252,343
1870	312,133	296,645	295,298	318,699	340,892	348,632	322,756	466,431	508,042	451,298	425,687	.....	.....
Union Pacific:													
1869	.....	.....	.....	.....	797,948	706,602	623,560	617,585	758,467	999,665	887,388	716,829	8,709,188
1870	528,529	500,130	589,288	706,608	802,586	746,450	643,058	664,051	728,521	719,098	570,163	.....	.....

NATIONAL AND STATE SECURITIES.

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
National Securities Dec. 1, 1870.					
Loan of June 14, 1858 .....registered	$20,000,000	5	Jan. & July.	1874	107¾
.. ..coupon		5	" "	1874	108¼
Loan of June 22, 1860 .....registered	4,410,000	5	" "	1871	....
.. ..coupon		5	" "	1871	....
Loans of Feb. 8, July 1, Aug. 3, '61 } registered	282,733,100	6	" "	1881	109¾
and March 3, 1863 ..... } coupon		6	" "	1881	113¼
Oregon War Bonds of March 2, 1861	945,000	6	" "	1881	108¼
.. ..		6	July.	1881	....
Loan of Feb. 25, 1862 (5-20s)...registered	496,209,300	6	May & Nov.	1882	107¾
.. .. (5-20s).....coupon		6	" "	1882	107¾
Loan of March 3, 1864 (5-20s)...registered	3,123,600	6	" "	1884	107
.. .. (5-20s).....coupon		6	" "	1884	107¼
Loan of June 30, 1864 (5-20s)...registered	105,141,750	6	" "	1884	107
.. .. (5-20s).....coupon		6	" "	1884	107¼
Loan of March 3, 1865 (5-20s)...registered	186,799,450	6	" "	1885	107¾
.. .. (5-20s).....coupon		6	" "	1885	107¾
.. .. 2d series (5-20s)...registered	270,309,350	6	Jan. & July.	1886	106¼
.. .. (5-20s).....coupon		6	" "	1886	109¼
.. .. 3d series (5-20s)...registered	339,846,000	6	" "	1887	106¾
.. .. (5-20s).....coupon		6	" "	1887	110
.. .. 4th series (5-20s)...registered	39,667,250	6	" "	1888	106¾
.. .. (5-20s).....coupon		6	" "	'1888	110¼
Loan of March 3, 1864, (10-40s)..registered	194,567,300	5	Mar. & Sept.	1904	106
.. .. (10-40s) ....coupon		5	" "	1904	106¾
Pacific R. R. Bonds.....(currency)	64,618,832	6	Jan. & July.	'95-'99	110¼
Certificates of Mar. 2, 1867, and July 25, 1868..	45,050,000	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868.....	14 000,000	3	.....	.....	....
Loans of 1842, 1847 and 1848.....	33,050	6	.....	Due.	....
Texas Indemnity Bonds of Sept. 9, 1850	242,000	5	.....	Due.	....
Treasury Notes prior to 1857.....	89,625	6	.....	Due.	....
Treasury Notes of 1857, '61 and '63	229,082	var	.....	Due.	....
Treasury Notes (7-30s).....	565,600	7.3	.....	Due.	....
Certificates of Indebtedness.....	5,000	6	.....	Due.	....
Compound Interest Notes of 1863 and 1864....	1,995,920	6	.....	Due.	....
Temporary Loan of June 30, 1864	180,810	var	.....	Due.	....
U. S. Notes (greenbacks).....	356,102,321	*nil.*	.....	Dem.	....
Fractional Currency	39,166,916	"	.....	"	...
State Securities, latest dates.					
Alabama—State Bonds.....	168,900	5	May & Nov.	1872	72
.. — .. .. (extended).....	2,414,800	5	" "	'83-'85	....
.. — .. .. (sterling).....	770,500	6	Jan. & July.	'70-'86	....
.. — .. .. (" extended)..	732,800	5	" "	1886	....
.. — .. .. (new).....	660,200	8	" "	'94-'95	101¼
Arkansas—State Funded Debt Bonds.....	4,300,000	6	Jan. & July.	18 9	65
.. — .. Aid Bonds.....	1,500,000	7	April & Oct.	1899	75
California—Civil Bonds of 1867.....	3,066,500	7	Jan. & July.	1877	112½
.. — .. .. 1860.....	177,500	7	" "	1880	....
.. —Soldiers' Relief Bonds	470,500	7	" "	'83-'85	....
.. — .. Bounty Bonds.....	982,000	7	" "	'83-'85	....
Connecticut—War Bonds, My, '61, (10 or 20yr)		6	Jan. & July.	'71-'81	101¼
.. — .. Oct. '61, (10 or 20yr)		6	" "	'72-'82	....
.. — .. Nov., 1863	7,513,692	6	" "	1883	....
.. — .. My', 64, (10 or 20yr)		6	April & Oct.	'74-'78	....
.. — .. May 1, 1865, (free)		6	" "	1885	....
.. — .. (various) registered	867,500	6	Various.	Var.	....
Florida—State Bonds ..... }	500,000	8	Jan. & July.	Var.	....
.. — .. .. }		7	" "	Var.	...
Georgia—State Bonds (W. & A. R. R.).....	100,009	7	Jan. & July.	1870	92
.. — .. .. (" ").....	176,000	7	May & Oct.	1870	....
.. — .. .. (Act March 12, 1866)....	3,164,500	7	Jan. & July.	1886	....
.. — .. .. (W. & A. R. R.).....	1,519,000	6	" "	'68 '74	81¾
.. — .. .. (" ").....	75,000	6	May & Oct.	1874	....
.. — .. .. (Atl. and Gulf R. R.)....	734,000	6	Feb. & Aug.	'78-'86	....
.. — .. .. (sterling).....	72,000	5	Mar. & Sept.	1869	....
Illinois—New Internal Improvement Stock...	1,635,954	6	Jan. & July.	1870	....
.. —Interest Bonds.....	996,649	6	" "	1877	100¼
.. —Liquidation Bonds.....	193,400	6	" "	1865	....
.. —Refunded Stock	985,900	6	" "	'69-'77	100
.. —Thornton Loan Bonds	104,000	6	" "	1869	....
.. —War Loan Bonds	543,200	6	" "	1879	100
.. —Ill. and Mich. Canal.....(sterling)	792,222	6	" "	1870	....
.. — " " .....registered	535,367	6	" "	1870	....
Indiana—State Stock.....	2,322,925	5	Jan. & July.	1866	....
.. —War Loan Bonds.....	210,000	6	May & Nov.	1888	....
Iowa—State Bonds of 1858.....	200,000	7	Jan. & July.	1868	....
.. —War and Defense Bonds of 1861.....	300,000	7	" "	1881	....
Kansas—War Bonds, 1861-'67.....	750,000	7	Jan. & July.	'76-'97	....
.. —Territorial Debt Bonds.....	100,000	6	July.	'83-'84	....
Kentucky—State Bonds.....	1,421,000	6	April & Oct.	'71-'72	99
.. —	339,000	6	May & Nov.	1879	....
.. —	160,000	5	April & Oct.	'69-'73	....
.. —Military Bonds.....	635,000	6	Various.	'80-'93	....
Louisiana—State Bonds (Schools, &c.).....	684,500	6	Jan. & July.	1893	....
.. — .. .. (Railroads)	2,092,000	6	Various.	'69-'06	71
.. — .. .. (Charity Hospital)....	86,000	6	Mar. & Sept.	1872	....
.. — .. .. (Levees)	1,000,000	6	Various.	1886	60
.. — .. .. (" 1867).....	2,414,000	6	May & Nov.	1907	....
.. — .. .. (" 1868).....	3,000,000	8	" "	1908	87
.. — .. .. (Funding).....	494,800	6	Various.	'86-'88	65½
Maine—Civil Loans.....	250,000	6	Mar. & Sept.	'69-'74	....
.. —	171,000	6	Various.	'75-'78	97½
.. —War Loan of 1861.....	800,000	6	"	1871	100
.. — .. .. 1863.....	525,000	6	Mar. & Sept.	1883	97½
.. — .. .. 1864.....	2,832,500	6	June & Dec.	1889	97¾
.. —Bounty Loan of 1863.....	475,000	6	Feb. & Aug.	1880	98¾
Maryland—Sterling Bonds of 1838	802,000	5	J. A. J. & O.	1865	....
.. —	2,252,112	5	" "	'89-'90	....
.. — .. .. converted.....	1,214,580	5	" "	'89-'90	....
.. —Currency Bonds of 1837.....	269,000	6	" "	1890	95½
.. — .. .. 1827.....	24,000	5	" "	1880	....
.. — .. .. 1834-'35.....	1,438,428	6	" "	'70-'85	96
.. — .. .. 1838-'39.....	525,008	6	" "	'89-'99	95½
.. — .. .. 1838-'39.....	46,232	5	" "	1890	79
.. —Defense Loan of 1864-'68.....	2,040,100	6	" "	1883	102
.. —South Relief Loan of 1867.....	100,000	6	"	1873	....

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
Massachusetts—Western R. R. Loan, sterling	3,578,696	5	April & Oct.	'69-'88	....
.. —Troy and Greenfield Loan, stg.	3,506,580	5	" "	'88-'90	....
.. — .. .. dollar....	1,166,500	5	" "	'90-'94	95¾
.. —Eastern R. R. Loan.....	200,000	5	Jan. & July.	'69'-71	....
.. —Nor. & Worc. R. R. Loan	400,000	6	" "	1877	107½
.. —B., H. & Erie R. R. Loan, stg.	290,400	6	" "	1900	....
.. —State Scrip (var.).....	171,000	5	Various.	1870	....
.. —	117,000	5	" "	1872	105
.. —	125,000	5	April & Oct.	1873	....
.. —	244,000	5	Various.	1874	103
.. —	162,000	6	June & Dec.	'70-'72	....
.. —	50,000	6	" "	1877	107½
.. —Union Fund Loan of 1861.....	200,000	6	Jan. & July.	1871	112¾
.. —	650,000	6	" "	'72-'73	106¾
.. —	720,000	6	" "	'74-'75	....
.. —	1,430,000	6	" "	1876	104
.. — .. .. 1862.....	600,000	5	" "	'77-'78	....
.. —Back Bay Loan of 1862-'63...	220,000	5	May & Nov.	1880	98
.. —Bounty Fund Loan of 1863...	200,000	5	Jan. & July.	1883	96¼
.. — .. .. '64-'67, stg.	4,000,744	5	May & Nov.	1894	....
.. — .. .. .. dol.	4,379,500	5	" "	1894	95¾
.. —Coast Defense Loan of 1863..	888,000	5	Jan. & July.	1883	....
.. —War Fund 5-20 Loan.....	3,505,000	6	Mar. & Sept.	1886	100¼
.. —Three Years' Loan.....	919,324	6	Var.	3 yrs.	....
Michigan—Sault Canal Bonds.....	86,000	6	Jan. & July.	1879	....
.. —Renewal Loan.....	200,000	6	" "	1878	96¼
.. —Two Million Loan	1,728,000	6	" "	'73-'83	100
.. —War Loan.....	896,000	7	" "	1886	....
.. —Bounty Loan	463,000	7	May & Nov.	1890	101
Minnesota—*Railroad Loan.....	2,275,000	7	Jan. & July.	1883	....
Mississippi—*State Bonds (for banks).....	7,000,000	6	Jan. & July.	'41-'71	....
Missouri—State Bonds proper.....	453,000	6	Jan. & July.	'62-'90	83¾
.. —Consols. (interest).....	2,830,000	6	" "	1887	....
.. —Railroad Loans	13,734,000	6	" "	'82-'90	....
.. —S. W. Pacific, guar.....	1,589,000	7	" "	'81-'87	....
.. —Han. and St. Jo. R. R. Loan.....	3,000,000	6	" "	'81-'85	92½
Nebraska—(No Account).....	.....	...	.....	.....	....
Nevada—(No Account).....	.....	...	.....	.....	....
New Hampshire—War Loan of July 1, 1861..	1,089,800	6	Jan. & July.	'69-'78	99½
.. — .. of Sept. 1, 1864..	600,000	6	Mar. & Sept.	'84-'89	99½
.. — .. of Oct. 1, 1865..	1,267,000	6	April & Oct.	'69-'74	99
.. — .. of July 1, 1866..	500,000	8	Jan. & July.	1869	....
New Jersey—War Loan of 1861 (free).....	1,592,800	6	Jan. & July.	'69-'84	103¼
.. — .. of 1863 (free).....	1,002,900	6	" "	'86-'96	....
.. — .. of 1864.....	593,409	6	" "	'97-'02	....
New York—General Fund Stocks.....	700,000	7	J. A. J. & O.	1870	110
.. —	800,000	6	" "	1878	....
.. —	1,189,781	6	" "	pleas.	....
.. —	900,009	5	" "	1875	....
.. —	348,107	5	" "	pleas.	....
.. —Canal Stocks.....	2,607,300	6	J. A. J. & O.	1872	105¼
.. —	5,726,800	6	" "	1873	102¼
.. —	2,250,000	6	" "	1874	....
.. —	500,000	6	" "	1875	....
.. —	900,000	6	" "	1877	....
.. —	2,035,300	5	" "	1874	....
.. —Bounty Stock.....	3,757,000	7	Jan. & July.	1877	....
.. .. Bonds.....	22,186,000	7	" "	1877	104
North Carolina—State Bonds (old).....	8,511,000	6	J.&J.or A.&O.	'69-'91	43¼
.. — .. (new).....	3,059,045	6	" "	'92-'98	23¼
.. — .. (Chatham R. R.)	3,200,000	6	Jan. & July.	1900	....
.. — .. (funding)	2,439,900	6	Jan. & July.	1898	39¼
Ohio—State Loan (New York).....	2,026,171	6	Jan. & July.	1870	100
.. — .. (").....	1,600,000	6	" "	1875	102
.. — .. (").....	4,095,309	6	" "	1881	100
.. — .. (").....	2,400,000	6	" "	1886	102¼
.. —Union Loan (Columbus).....	400,000	6	May & Nov.	1871	....
Oregon—Bounty Bonds.....	94,015	7	Jan. & July.	1884	....
.. —Relief Bonds	82,142	7	" "	1874	....
Pennsylvania—State Stocks ..... }	2,797,910	6	Various.	Due.	....
.. — .. .. }		5	" "	"	....
.. —	1,642,128	5	Jan. & July.	1870	100
.. —Coupon Loans.....	4,724,000	5	Various.	'72-'82	103¾
.. —	112,000	4½	Jan. & July.	1882	....
.. —Inclined Plane Loan.....	400,000	6	April & Oct.	1879	105
.. —Redemption Loan of 1867.....	4,907,150	6	Feb. & Aug.	1872	104¼
.. —	7,909,600	6	" "	1877	105¼
.. —	9,273,050	6	" "	1882	107½
.. —	910,200	5	" "	'72-'87	....
.. —Military Loan.....	2,820,750	6	" "	1871	104¼
Rhode Island—War Loan of 1861.....	30,500	6	April & Oct.	1871	100
.. — .. of 1862.....	1,157,000	6	Mar. & Sept.	1882	99
.. — .. of 1863.....	214,000	6	April & Oct.	1883	99
.. — .. of 1863.....	776,000	6	Jan. & July.	1893	99
.. — .. of 1864.....	881,000	6	Feb. & Aug.	1894	101¾
South Carolina—Fire Loan, 1838	314,454	6	J. A. J. & O.	1870	71½
.. — .. (stg.).....	484,445	5	" "	1868	100
.. —State House Loans.....	2,386,000	6	Jan. & July.	'71-'90	100
.. —Blue Ridge R. R.....	1,000,000	6	" "	'75-'79	....
.. —Funding Bonds	1,282,971	6	" "	'70-'90	....
Tennessee—State Bonds	1,398,640	5	April & Oct.	Var.	68¾
.. —	289,160	5½	" "	"	....
.. —	1,706,000	6	" "	"	....
.. —Railroad Loans	25,903,000	6	Jan. & July.	long.	64½
.. —Railroad Endorsements	2,172,000	6	" "	Var.	....
.. —Funding Bonds	4,677,950	6	" "	"	63½
Texas—No legal debt.....	.....	...	.....	.....	....
Vermont—State Bonds.....	1,026,000	6	June & Dec.	'71-'78	....
.. — .. Certificates.....	201,000	6	" "	'71-'78	....
Virginia—State Stock.....	20,653,962	6	Jan. & July.	long.	68
.. — .. Bonds	10,963,000	6	" "	"	....
.. — .. .. stg.....	2,331,500	5	" "	"	....
.. —Funding Stock.....	2,880,801	6	" "	1870	65
.. — .. Bonds	3,446,000	6	" "	'80-'90	....
.. —Guaranteed Bonds.....	1,735,380	6	" "	Var.	....
West Virginia—No Debt.....	.....	...	.....	.....	....
Wisconsin—War Loan Bonds.....	167 800	6	Jan. & July.	'77-'88	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price
Adirondack:						
1st Mortgage	$915,000	7	Jan. & July.	New York.	1886	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1888	....
Albany City Loan	1,000,000	6	May & Nov.	" "	1895	....
2d Mortgage for $2,000,000	2,000,000	7	April & Oct.	" "	1885	92½
3d Mortgage	175,000	7	May & Nov	" "	1889	....
Allegheny Valley:						
General Mortgage	3,785,000	7.3	Jan. & July	New York.	1896	91
1st Mortgage Eastern Ex	59,000	...	.....	.....	....	....
Bonds to State of Pennsylvania.	8,500,000	...	.....	.....	....	....
Androscoggin:						
1st Mortgage	425,000	6	April & Oct.	Portland.	1890	....
Atlantic and Great Western:						
1st Mortgage (New York)		7*	April & Oct.	London.	1879	....
1st Mortgage (Pennsylvania)		7*	" "	"	1877	....
1st Mortgage (Ohio)	6,000,000	7	" "	New York.	1876	....
1st Mortgage (Franklin Branch)		7*	June & Dec.	London.	1882	....
1st Mortgage (Buffalo Extension)		7*	April & Oct.	"	1884	....
1st Mortgage (Silver Creek Br.).		7*	March & Sept.	"	1884	....
2d Mortgage (New York)		7	April & Oct.	New York.	1881	....
2d Mortgage (Pennsylvania)	3,000,000	7*	" "	London.	1882	....
2d Mortgage (Ohio)		7*	Jan. & July.	"	1883	....
1st Consolidated Mortgage	20,000,000	7*	April & Oct.	"	1895	....
2d Consolidated Mortgage	7,000,000	5*	" "	"	18—	....
Income Mortgage	8,701,806	7*	" "	"	18—	....
Atlantic and Gulf:						
1st Mortgage Consolidated	2,000,000		— & —	New York.	1898	....
Atlantic and St. Lawrence:						
Portland City Loan (skg fund)	1,500,000	6	Various.	B. & N. Y.	'68-'70	99½
2d Mortgage	1,614,500	6	April & Oct.	Portland.	1866	....
2d Mortgage, sterling	885,500	6*	" "	London.	1866	....
Sterling Loan	484,000	6*	May & Nov.	"	1878	....
Baltimore and Ohio:						
Loan of 1855	863,250	6	Jan. & July.	Baltimore.	1875	97
Loan of 1850	579,500	6	" "	"	1880	95½
Loan of 1858	1,710,500	6	April & Oct.	"	1885	93½
Baltimore City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	....
Northwestern Va. R. R. 2d Mort.	458,500	6	" "	"	1878	....
Northwestern Va. R. R. 3d Mort.	140,000	6	" "	"	1885	....
Bay de Noquet and Marquette:						
1st Mortgage Income	250,000	8	April & Oct.	New York.	'70-'71	....
Bellefontaine:						
1st Mortgage (B. and Ind. R.R.).	791,000	7	Jan. & July.	New York.	'70-'90	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	Jan. & July.	Philadelphia.	1876	....
Belvidere Delaware:						
1st Mortgage (guar. by C. & A.)	1,000,000	6	June & Dec.	New York.	1877	85
2d Mortgage (guar. by C. & A.)	500,000	6	March & Sept.	Princeton.	1885	86
3d Mortgage (guar. by C. & A.)	745,000	6	Feb. & Aug.	"	1887	86
Blue Ridge, S. Car.:						
1st Mortgage of $2,500,000	.....	7	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Sterling Loans	2,051,520	5*	April & Oct.	London.	'69-'71	....
Dollar Loan	798,000	6	" "	Boston.	1875	....
Boston, Clinton and Fitchburg.						
1st Mortgage	400,000	6	Jan. & July.	Boston.	1884	....
Boston, Concord and Montreal:						
1st Mort. (Conc. to War. 71 m.).	204,000	7	Feb. & Aug.	New York.	1865	94½
2d Mort. conv. (1st M. on 22½ m.)	100,000	6	Jan. & July.	Boston.	1870	99½
2d Mort. conv. (1st M. on 22½ m.)	250,000	7	" "	New York.	1870	....
Sinking Fund Mortgage	496,000	6	" "	Boston.	1889	89½
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	55
1st Mortgage (new) for $20,000,000	.....	7	Jan. & July.	"	1899	20½
Boston and Lowell:						
Convertible bonds	101,000	6	Jan. & July.	Boston.	1873	....
Scrip certificates	366,000	8	April & Oct.	"	1873	96½
Wharf purchase bonds	200,000	6	" "	"	1879	97½
Buffalo, Bradford and Pittsburg:						
1st Mortgage	580,000	7	Jan. & July.	New York.	1886	....
Buffalo, Corry and Pittsburg:						
1st Mortgage (B., C. & P. of Pa.)	100,000	7	Jan. & July.	Pittsburg.	18—	....
1st Mort. (Buff. & O.C.Cross-cut)	600,000	7	" "	New York.	18—	....
Buffalo and Erie:						
Co. bonds (Buff. and State Line)	400,000	7	June & Dec.	New York.	1870	86
Co. bonds (Buff. and State Line)	100,000	7	May & Nov.	" "	1873	....
Co. bonds (Buff. and State Line)	200,000	7	Jan. & July.	" "	1882	....
Co. bonds (Erie and Northeast).	300,000	7	March & Sept.	" "	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York.	1877	88½
2d Mortgage	380,000	7	May & Nov.	" "	1872	83½
Burlington, Cedar Rapids & Minn.:						
1st Mortgage	600,000	8	Feb. & Aug.	New York.	1919	85
Burlington and Missouri River:						
Land Grant Mortgage	4,690,608	7	April & Oct.	New York.	1893	90
1st Convertible bonds	600,000	7	Jan & July.	" "	1870	....
2d Convertible bonds	600,000	7	" "	" "	1875	....
3d Convertible bonds	958,545	8	" "	" "	1894	103
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Camden and Amboy:						
Sterling Bonds, skg fund £313,650	1,518,066	6*	Jan. & July.	London.	1880	....
" *Loan*, £366,200 & $154,000	2 000,000	5*	March & Sept.	"	1894	....
Loan for $800,000	323,040	6	April & Oct.	New York.	1870	99
Loan for $675,000	675,000	6	" "	" "	1875	98½
Loan for $1,700,000	1,700,000	6	Feb. & Aug.	" "	1883	92½
Loan for $2,500,000	867,000	6	June & Dec.	" "	1889	92½
Consol. Mortgage for $5,000,000	4,666,100	6	May & Nov.	" "	1889	94½
Camden and Atlantic:						
1st Mortgage	490,000	7	Jan. & July.	Philadelphia.	1873	....
2d Mortgage	500,000	7	April & Oct.	"	1880	....
Camden and Burlington County:						
1st Mortgage of 1867 for $350 000	305,000	6	Feb. & Aug.	Phi lphia.	1897	88½
Cape Cod Central:						
7st Mortgage	125,000	6	Jan. & July.	Boston.	'69-'73	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price
Catawissa:						
1st Mortgage	$871,000	7	Feb. & Aug.	Philadelphia.	1882	97
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1885	83½
1st Mort. (W. to Minn. L. 67 m.)	1,407,000	7	Jan. & July.	" "	1887	....
Cedar Rapids and Missouri River:						
1st Mortgage	3,586	7	Jan. & July.	New York.	1916	87½
Central Branch Union Pacific:						
1st Mort. (Atchison & Pike's P.)	1,600,000	6*	May & Nov.	New York.	'95-'96	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	'95-'96	....
Central of Georgia:						
1st Mortgage	786,000	7	March & Sept.	Savannah.	1875	98½
Central of New Jersey:						
1st Mortgage	900,000	7	Feb. & Aug.	New York.	1870	100
2d Mortgage	600,000	7	May & Nov.	" "	1875	103
New Loan for $5,000,000	1,500,000	7	Feb. & Aug.	" "	1890	102½
Central Ohio:						
1st Mortgage	2,500,000	6	March & Sept.	New York.	1890	84½
Central Pacific of California:						
1st Mortgage (on 725 m.) free	26,010,000	6*	Jan. & July.	New York.	1895	92½
2d Mortgage (paid by Cal.)	1,500,000	7*	" "	" "	1885	....
Convertible bonds	1,500,000	7*	" "	" "	1888	100
National Loan	25,881,000	6	" "	" "	1895	....
Charlotte and South Carolina:						
1st Mortgage for $500,000	334,000	7	Jan. & July.	New York.	1880	....
Cheraw and Darlington.						
1st Mortgage	150,000	7	Jan. & July.	Charleston.	1870	....
Chesapeake and Ohio (Va. Cent.):						
1st Mortgage for $15,000,000	.....	6*	May & Nov.	New York.	1900	90
Cheshire:						
Company bonds	771,800	6	Jan. & July.	Boston.	'75-'80	93½
Chester Valley:						
1st Mortgage	500,000	7	May & Nov.	Philadelphia.	1872	51½
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	356,000	7	May & Nov.	New York.	1877	97
1st Mortgage	2,383,000	7	Jan. & July.	" "	1893	102½
Income bonds (2d Mortgage)	1,078,000	7	April & Oct.	" "	1883	92½
Chicago, Burlington and Quincy:						
Trust Mortgage	2,876,000	8	Jan. & July.	New York.	1883	112
Trust Mortgage, convertible	150,000	8	" "	" "	1883	....
2d Mortgage	941,000	4½	July.	Frankfort.	1890	....
Company bonds	400,000	7	March & Sept.	New York.	1890	....
Chicago, Cincinnati and Louisv.:						
1st Mortgage for $1,000,000	400,000	7*	Jan. & July.	New York.	1887	....
Chicago and Great Eastern:						
Construction	400,000	7	April & Oct.	New York.	1895	....
Income	300,000	7	" "	" "	1895	41
Chicago, Danville and Vincennes:						
1st Mortgage S. F.	2,500,000	7*	April & Oct	New York.	1909	95
Chicago, Iowa and Nebraska:						
1st Mortgage	1,110,000	7	Jan. & July.	New York.	1881	....
Chicago and Milwaukee, (45 m'ls):						
1st Mortgage (C. and N. W.)	397,000	7	May & Nov.	New York.	1874	90
Chicago and Northwestern:						
Pref. sinking fund b'ds (198 m.).	1,249,500	7	Feb. & Aug.	New York.	1885	98
Funded Coupons	755,000	7	May & Nov.	" "	1883	22
General 1st Mortgage	3,592,500	7	Feb. & Aug.	" "	1885	98
1st Mortgage, Appleton Ext.	184,000	7	" "	" "	1885	84
1st Mortgage, Green Bay Ext.	300,000	7	" "	" "	1885	87½
Equipment Bonds	101,000	7	April & Oct.	" "	1874	....
Mississippi River Bridge Bonds.	200,000	7	Jan. & July.	" "	1884	....
Elgin and State L. purchase b'ds	138,000	6	" "	" "	1878	....
Consolidated sinking fund bonds	2,077,000	7	F. M. A. & N.	" "	1915	88½
Equipment Bonds	625,000	10	May & Nov.	" "	'68-'71	....
1st Mort. (Gal. & Chic. U. R. R.)	1,807,000	7	Feb. & Aug.	" "	1882	100
2d Mort. (Gal. & Chic. U. R. R.)	985,000	7	May & Nov.	" "	1875	95
1st Mortgage (Peninsula R.R.)	855,000	7	March & Sept.	" "	1898	89
1st Mort. (Chi. & Mil. R.W. 85 m)	1,129,000	7	Jan. & July.	" "	1898	....
1st Mortgage (Beloit & Mad. R.)	354,000	7	" "	" "	1888	....
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R. I. R.R.)	1,397,000	7	Jan. & July.	New York.	1870	....
1st Mort. (C., R. I. and P. R. R.)	7,376,000	7	" "	"	1896	100
Chillicothe and Brunswick:						
1st Mortgage	500,000	8	May & Nov.	New York.	1894	82½
Cincinnati, Dayton and Eastern:						
1st Mortgage	465,000	7	Feb. & Aug.	New York.	1896	....
Cincinnati, Hamilton and Dayton:						
2d Mortgage (1st Mort. paid)	1,250,000	7	May & Nov.	New York.	1880	80
3d Mortgage	500,000	8	Jan. & July.	" "	1885	....
New Mortgage	282,000	7	" "	" "	1877	....
Cincinnati and Indiana:						
1st Mortgage	2,500,000	7	June & Dec.	New York.	1892	73
2d Mortgage	2,000,000	7	Jan. & July.	" "	'77 '87	80½
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1888	....
2d Mortgage	800,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati and Martinsville:						
1st Mort. (guar. by I. C. & Laf.)	400,000	7	Jan. & July.	New York.	1895	....
Cincinnati, Richmond & Chicago:						
1st Mortgage	560,000	7	Jan. & July.	New York.	1895	....
Cincinnati and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	...
Cincinnati, Sandusky and Clev.:						
1st mortgage	976,000	7	June & Dec.	New York.	1890	76½
Cleveland, Columbus and Cinc.:						
1st Mortgage	425,000	7	June & Dec.	New York.	'68-'90	95½
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	....
3d Mortgage	587,000	8	March & Sept.	" "	1876	....
Hubbard Branch, 1st Mortgage.	147,500	7	Jan. & July.	" "	1881	....
Cleveland and Pittsburg:						
2d Mortgage (or 1st Extension)	1,130,000	6	March & Sept.	New York.	1873	98
3d Mortgage (or 2d Extension)	1,597,000	7	May & Nov.	" "	1875	98
4th Mortgage (or 3d Extension).	1,106,439	7	Jan. & July.	" "	1892	79
Consol. S. F. Mort. 5,000,000)	376,000	7	May & Nov.	" "	1890	

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Clev., Painesv. & Ash. (L. Shore):						
1st Mortgage	$500,000	7	Jan. & July.	New York.	1874	94
2d Mortgage	1,000,000	7	" "	" "	1880	....
3d Mortgage	1,000,000	7	April & Oct.	" "	1892	91½
Cleveland & Toledo (Lake Shore):						
1st Mort. (Junc. R. R. 1st Div.)	13,000	7	April & Oct.	New York.	1867	....
1st Mort. (Junc. R. R. 2d Div.)	116,000	7	June & Dec.	" "	1882	....
1st Mortgage S. F. (Clev. & Tol.)	2,015,000	7	Jan. & July.	" "	1885	100½
2d Mortgage (Clev. and Tol.)	1,000,000	7	April & Oct.	" "	1886	....
Columbia and Augusta:						
1st Mortgage for $1,000,000	410,000	7	Jan. & July.	New York.	1888	....
Columbus, Chicago & Ind. Cent.:						
Consol. 1st Mortgage skg fund	15,000,000	7	April & Oct.	New York.	1908	82
Columbus and Indiana Central:						
2d Mortgage	821,000	7	May & Nov.	New York.	1886	64½
Income Bonds	1,243,000	7	" "	" "	1881	....
Columbus and Hocking Valley:						
1st Mortgage	262,500	7	Jan. & July.	New York.	1897	....
Consol. 2d Mortgage skg fund	5,000,000	7	Feb. & Aug.	" "	1909	....
Columbus and Xenia:						
1st Mortgage for $500,000	248,000	7	March & Sept.	Columbus.	1890	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sinking fund	500,000	6	June & Dec.	Boston.	1876	94
Notes of '66 and '67, free	295,000	7	" "	"	'76-'77	93¾
Connecticut River:						
1st Mortgage	250,000	6	March & Sept.	Boston.	1878	98
Connecting:						
1st Mortgage guaranteed	1,000,000	6	Jan. & July.	Philadelphia.	1896	84
Cumberland and Pennsylvania:						
1st Mortgage for $1,000,000	875,000	6	March & Sept.	New York.	1891	....
2d Mortgage sinking fund	798,000	6	May & Nov.	" "	1885	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1904	....
Danbury and Norwalk:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1880	....
Danv., Urbana, Blooming. & Pekin:						
1st Mortgage sinking fund	2,000,000	7	Jan. & July.	New York.	1908	....
Dayton and Michigan:						
1st Mortgage sinking fund	2,802,000	7	Jan. & July.	New York.	1881	....
2d Mortgage	642,000	7	March & Sept.	" "	1884	....
3d Mortgage	700,000	7	April & Oct.	" "	1888	....
Dayton and Union:						
1st Mortgage, registered	149,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	"	" "	1879	....
Dayton and Western:						
1st Mortgage	275,000	7	March & Sept.	New York.	1882	....
2d Mortgage	463,000	6	Jan. & July.	" "	1905	....
Delaware:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	....
Guaranteed Bonds	100,000	6	" "	"	1875	....
State Loan	170,000	6	" "	"	1876	....
Extension Mortgage	100,000	6	" "	"	1880	....
Delaware, Lackawan. & Western:						
1st Mort. (L. & W.) for $900,000	564,000	7	Jan. & July.	New York.	1871	100
1st Mort. (East. Ext.) $1,500,000	1,111,000	7	April & Oct.	" "	1875	98
2d Mort. (General) for $2,600,000	1,633,000	7	March & Sept.	" "	1881	94
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
Income Bonds	462,000	7	Jan. & July.	" "	1884	....
Detroit and Milwaukee:						
1st Mortgage, convertible	2,500,000	7	May & Nov.	New York.	1875	....
2d Mortgage	1,000,000	8	" "	" "	1875	....
1st Mortgage Funded Coupons	628,525	7	Jan. & July.	" "	1875	....
2d Mortgage Funded Coupons	377,115	7	May & Nov.	" "	1875	....
Bonds of June 30, 1866, (cond)	1,861,639	6	.....	" "	1886	....
Detroit, Mon. & Tol. (M.S & N.I.)						
1st Mortgage	924,000	7	Feb. & Aug.	New York.	1876	92½
Detroit and Pontiac (Detr. & Mil.):						
1st Mortgage	100,000	7	Jan. & July.	New York.	1878	....
1st Mortgage	150,000	7	April & Oct.	" "	1878	....
2d Mortgage	250,000	8	Feb. & Aug.	" "	1886	....
Dubuque and Sioux City:						
1st Mortgage (1st Division)	300,000	7	Jan. & July.	New York.	1883	95½
1st Mortgage (construction)	660,000	7	" "	" "	1894	....
Sinking Fund (convertible)	1,000,000	7	May & Nov.	" "	1888	....
Dubuque Southwestern:						
1st Mortgage, preferred	100,000	7	Jan. & July.	New York.	1895	....
2d Mortgage, ordinary	450,000	7	" "	" "	1895	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Feb. & Aug.	Philadelphia.	1882	....
East Pennsylvania:						
1st Mortgage, Sinking Fund	506,900	7	April & Oct.	Philadelphia.	1888	....
East Tennessee and Georgia:						
Tennessee Loan (old)	1,037,000	6	Jan. & July.	New York.	1882	....
Tennessee Loan (1866)	430,277	6	" "	" "	1898	....
Mortgage (old)	640,000	6	" "	" "	1880	....
Mortgage (new)	136,400	7	" "	" "	1880	....
East Tennessee and Virginia:						
Tennessee Loan (old)	1,599,000	6	Jan & July.	New York.	1888	....
Tennessee Loan (1866)	600,000	6	" "	" "	1898	....
Tennessee endorsed bonds	178,000	6	" "	" "	18—	....
Eastern:						
State Loan (1st Lien)	275,000	5	J. A. J. & O.	Boston.	68-'72	....
2d *Mortgage*, (convert. sterling)	420,000	5*	Jan. & July.	London.	1872	....
2d Mortgage, convertible	783,000	6	Feb. & Aug.	Boston.	1874	100½
1st Mortgage, (Essex Railroad)	214,000	6	Jan. & July.	"	1876	....
Bonds of 1863	500,000	6	March & Sept.	"	1889	95
Edgefield and Kentucky:						
Tennessee Loan	870,000	6	Jan. & July.	New York.	18—	....
Elmira and Williamsport:						
1st Mortgage	1,050,000	7	Jan. & July.	Philadelphia.	1880	93½
Income Bonds	570,000	5	April & Oct.	"	1872	65½
European and North American:						
1st Mortgage (Bangor to Winn.)	1,000,000	6*	Jan. & July.	London.	1888	....
Erie:						
1st Mortgage	$3,000,000	7	May & Nov.	New York.	1897	95
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	93
3d Mortgage	6,000,000	7	" "	" "	1883	85
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	82
5th Mortgage	926,500	7	June & Dec.	" "	1888	80
Buffalo Branch Bonds	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan £800,000	4,844,444	6*	March & Sept.	London.	1875	....
Erie and Pittsburg:						
1st Mortgage	900,000	7	Jan. & July.	Philadelphia.	1882	....
2d Mortgage	700,000	7	April & Oct.	"	1875	....
New Mortgage	859,000	7	Jan. & July.	"	1893	....
Evansville and Crawfordsville:						
1st Mortgage of 1852	350,000	7	Jan. & July.	New York.	1869	....
1st Mortgage of 1854	740,000	7	May & Nov.	" "	1869	....
Rockville Extension 1st Mort.	150,000	7	Feb. & Aug.	" "	1881	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	— & —	Providence.	18—	....
Flemington:						
1st Mortgage guaranteed	100,000	6	— & —	Princeton.	18—	....
Flint and Pere Marquette:						
1st Mortgage	1,520,500	7	— & —	New York.	18—	....
Galena & Chic. Union (C.N.&W.):						
1st Mortgage	1,807,000	7	Feb. & Aug.	New York.	1882	100
2d Mortgage	1,985,000	7	May & Nov.	" "	1875	92
Georgia:						
Bonds	592,000	7	J. & J.	Augusta.	70'-75	....
Grand Rapids and Indiana:						
1st Mortgage	167,000	7	Jan. & July.	New York.	1886	....
Grand River Valley:						
1st Mortgage, guaranteed	1,000,000	7	Jan. & July.	New York.	1886	....
Grand Trunk (Can.):						
1st Preference Bonds	12,573,661	5*	Jan. & July.	London.	18—	....
2d Preference Bonds	7,355,986	5*	" "	"	18—	....
3d Preference Stock	3,414,094	4*	" "	"	18—	....
4th Preference Stock	25,592,860	4*	" "	"	18—	....
Equipment Bonds	2,433,333	6*	April & Oct.	"	18—	....
Postal and Military bonds	5,840,000	var	Feb. & Aug.		18—	....
Great Western of Canada:						
Government Loan £573,688	2,782,387	6*	— & —	Ottawa.	.....	....
Mortgage Bonds £615,200	2,983,720	6*	— & —	London.	'73-'76	....
Mortgage Bonds £547,000	2,652,950	5½*	— & —	"	'77-'78	....
Stock Debentures £46,700	226,500	5*	— & —	"	*irred.*	....
Great Western of Illinois:						
1st Mortgage (W. Div.)	1,000,000	10	April & Oct.	New York.	1868	105
1st Mortgage (E. Div.)	45,000	7	Feb. & Aug.	" "	1888	....
1st Mortgage (General)	1,455,000	7	" "	" "	1888	89½
2d Mortgage	2,500,000	7	May & Nov.	" "	1893	80½
Greenville and Columbia:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1886	....
Hannibal and St. Joseph:						
Land Mortgage	1,900,000	7	April & Oct.	New York.	1881	105½
Convertible bonds	800,000	7	Jan. & July.	" "	1883	....
Eight per cent. Loan	860,000	8	" "	" "	1874	105½
Ten per cent. Loan	1,000,000	10	" "	" "	1872	....
Ten per cent. Loan	500,000	10	— & —	" "	1869	....
1st Mort. (Quincy and Palmyra)	500,000	8	— & —	" "	18—	....
1st Mort. (Kan. City & Cameron)	1,200,000	10	— & —	" "	1891	109
Harrisburg and Lancaster:						
1st Mortgage, guaranteed	700,000	6	Jan. & July.	Philadelphia.	1883	95
Hartford and New Haven:						
1st Mortgage	927,000	6	Jan. & July.	New York.	1873	96
Hartford, Providence and Fishkill:						
1st Mort. (R. Island 26.32 m.)	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Connecticut 96.04 m.)	1,574,500	7		Hartford.	1876	....
Hempfield:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1872	....
Housatonic:						
1st Mortgage	191,000	7	Jan. & July.	Bridgeport.	1877	....
2d Mortgage	100,000	7		"	1885	....
Houston and Texas Central:						
1st Mortgage (L.G.) sinking fund	2,600,000	7*	Jan. & July.	New York.	1891	....
Hudson River:						
1st Mortgage	1,936,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage, sinking fund	2,000,000	7	June & Dec.	" "	1885	104
3d Mortgage	183,000	7	May & Nov.	" "	1875	100
Huntington and Broad Top Mt.:						
1st Mortgage	416,000	7	April & Oct.	Philadelphia.	1870	91
2d Mortgage	367,500	7	Feb. & Aug.	"	1875	....
Consol. Mortgage	887,045	7	April & Oct.	"	1895	27½
Illinois Central:						
Construction	3,187,500	7	April & Oct.	New York.	1875	106
Construction	382,000	6	" "	" "	1875	....
Redemption	2,500,500	6	" "	" "	1890	....
Redemption, sterling	2,500,000	6*	"	London.	1875	....
Illinois and Southern Iowa:						
1st Mortgage	300,000	7	Feb. & Aug	New York.	1882	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage	2,500,000	7	Jan. & July.	New York.	1886	52
1st Mortgage (Ind. and Cin.)	500,000	7	April & Oct.	" "	1888	....
Indianapolis, Crawfordsv. & Danv.:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	1888	....
Indianapolis and Madison:						
1st Mortgage	612,000	7	May & Nov.	New York.	1881	....
Iowa River:						
1st Mortgage (Eldora R. R.)	272,000	7	Jan. & July.	New York.	1888	....
Jackson, Lansing and Saginaw:						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1884	95½
Jeffersonville (J. M. & I.):						
2d Mortgage	397,000	7	April & Oct.	New York.	1873	....
Jeffersonville, Madison & Indian.:						
1st Mortgage	1,961,000	7	April & Oct.	New York.	1905	....
Joliet and Chicago:						
1st Mortgage, guaranteed, S. F.	500,000	8	Jan. & July.	New York.	1883	106
Joliet and Northern Indiana:						
1st Mortgage, guaranteed	800,000	5	Jan. & July.	New York.	1874	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies 'Payable in Coin.'

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Junction, Philadelphia:						
1st Mortgage, guaranteed	800,000	6	April & Oct.	Philadelphia.	1896	80
Kentucky Central:						
1st Mort. (Covington & Lexing.)	$128,000	7	— & —	New York.	1873	....
2d Mortgage (do.)	794,000	7	— & —	" "	1883	....
3d Mortgage (do.)	237,000	7	— & —	" "	1885	....
Keokuk and St. Paul:						
1st Mortgage, sinking fund, conv.	400,000	8	May & Nov.	New York.	1879	99½
Knoxville and Charleston:						
Tenn. State Loan	450,000	6	Jan. & July.	New York.	1898	....
Knoxville and Kentucky:						
Tenn. State Loan (old)	1,310,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan (new)	800,000	6	" "	" "	1898	....
Lackawanna and Bloomsburg:						
1st Mortgage	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	400,000	7	March & Sept.	Philadelphia.	1885	....
2d Mortgage	500,000	7	April & Oct.	"	1880	....
2d Mortgage (Extension)	400,000	7	May & Nov.	"	1890	....
Lake Erie and Louisville:						
1st Mortgage for $1,600,000	500,000	7	Jan. & July.	New York.	1893	....
Lawrence:						
1st Mortgage	360,000	7	" "	Pittsburg.	1886	....
Lehigh and Lackawanna:						
1st Mortgage (tax free)	200,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lehigh Valley:						
1st Mort. (exchangeable for new)	1,262,000	6	May & Nov.	Philadelphia.	1873	100
New Mortgage, free of taxes	1,917,000	6	June & Dec.	"	1898	91½
1st Mortgage (Hazleton)	149,500	6	Jan. & July.	"	1878	96
Little Miami:						
1st Mortgage	1,480,000	6	May & Nov.	New York.	1883	....
Cincinnati Loan	100,000	6	" "	Cincinnati.	1880	....
Little Rock and Fort Smith:						
1st Mortgage for $3,500,000	.....	6*	.....	Boston	....	....
Little Schuylkill:						
1st Mortgage, sinking fund	807,500	7	April & Oct.	Philadelphia.	1877	100½
Long Island:						
1st Mortgage	500,000	6	Jan. & July.	New York.	1875	....
Hunter's Point Extension	175,000	7	Feb. & Aug.	" "	1890	....
Glen Cove Branch	150,000	6	May & Nov.	" "	1893	....
Louisville, Cincin. and Lexington:						
1st Mortgage for $3,000,000	2,628,000	7	Jan. & July.	New York.	1897	....
Louisville and Frankfort:						
1st Mortgage	88,000	6	Jan. & July.	New York.	'70–'78	....
Louisville Loan	100,000	6	" "	" "	1881	....
Louisville and Nashville:						
1st Mortgage, Main Stem	1,424,000	7	Jan. & July.	New York.	'69–'77	98
1st Mortgage, Memphis Branch.	267,000	7	May & Nov.	" "	'70–'75	96
1st Mortgage, Bardstown Branch	27,500	7	Jan. & July.	" "	1870	....
1st Mort. Lebanon Branch Ext.	88,000	7	May & Nov.	" "	'80–'85	92
Louisville Loan, Main Stem	849,000	6	April & Oct.	" "	'86–'87	....
Louisville Loan, Lebanon Br.	225,000	6	May & Nov.	" "	1886	....
Louisville Loan, Leb. Br. Ext.	333,000	6	April & Oct.	" "	1893	....
Consolid. 1st mort. for $8,000,000	2,000,000	7	" "	" "	1898	90
Louisville, N. Albany & Chicago.						
1st Mort., New Albany & Salem	2,285,000	6	— & —	New York.	1892	....
Macon and Brunswick:						
1st Mort. endorsed by Georgia	140,000	7	Jan. & July.	New York.	1881	....
Mahanoy and Broad Mountain:						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1884	....
Maine Central:						
$1,100,000 Loan	1,095,600	6*	Feb. & Aug.	Boston.	'90–'91	99
$400,000 Loan	307,700	6	June & Dec.	"	'70–'71	....
Bangor City Loan	621,000	6	April & Oct.	"	1874	....
2d Mort. (Penob. & Ken. R. R.)	300,000	6	Feb. & Aug.	Bangor.	1870	...
Marietta and Cincinnati:						
1st Mortgage	2,454,342	7	Feb. & Aug.	Baltimore.	1891	93
1st *Mortgage*, Sterling	1,050,000	7*	" "	London.	1891	....
2d Mortgage	2,500,000	7	May & Nov.	Baltimore.	1896	74½
Scioto and Hocking Valley	300,000	7	" "	"	1896	....
Memphis and Charleston:						
Tenn. State Loan	1,817,937	6	Jan. & July.	New York.	1890	....
1st Mortgage, Convertible	1,293,000	7	May & Nov.	" "	1880	....
2d Mortgage	1,000,000	7	Jan. & July.	" "	1885	....
Memphis and Little Rock:						
Tenn. State, endorsements	445,000	6	Jan. & July.	New York.	1890	....
Mortgage (road and land)	1,300,000	8	May & Nov.	" "	1890	....
Ark. State Loan	900,000	7	Jan. & July.	" "	1897	....
Michigan Central:						
1st *Mortgage*, sterling	467,489	6*	Jan. & July.	London.	1872	....
1st *Mortgage*, sterling, convertible	500,000	8*	March & Sept.	"	1869	....
1st Mortgage, dollars, convertible	1,294,500	8	" "	New York.	1869	....
1st Mortgage, dollars, convertible	500,000	8	April & Oct.	" "	1882	....
Consol. Sinking Fund Mortgage	4,207,000	8	" "	" "	1882	117
Michigan Southern & North. Ind.:						
1st Mortgage, Sinking Fund	6,728,000	7	May & Nov.	New York.	1885	97½
2d Mortgage	2,693,000	7	" "	" "	1877	95
Detroit, Monroe & Toledo Mort.	924,000	7	Feb. & Aug.	" "	1876	93½
Mifflin and Centre County:						
1st Mortgage	172,500	6	April & Oct.	Philadelphia.	1885	....
Milwaukee & Chicago, (40 miles):						
2d Mortgage, (C. & N. W. R. W)	182,000	7	Jan. & July.	New York.	1874	....
3d Mortgage, (" ")	10,500	7	June & Dec.	" "	1898	....
Milwaukee and St. Paul.						
1st Mortgage—370 miles	5,425,000	7	Jan. & July.	New York.	1893	94½
2d Mortgage	1,390,000	7	April & Oct.	" "	1884	83
1st Mortgage (P. du C.)	3,455,000	8	Feb. & Aug.	" "	1898	105½
2d Mortgage (P du C.)	736,000	7.3	" "	" "	1898	98½
1st Mort. (Iowa and Minn. Div.)	5,785,000	7	Jan. & July.	" "	1897	88
Mississippi Central:						
1st Mortgage	1,350,000	7	May & Nov.	New York.	1873	....
2d Mortgage	1,997,000	8	Feb. & Aug.	" "	1876	....
Mississippi and Tennessee:						
1st Mortgage	600,000	7	April & Oct.	New York.	1876	....
2d Mortgage for $1,300,000	989,000	8	Jan. & July.	" "	1890	....
Mobile and Girard:						
1st Mortgage Bonds	417,600	7	Jan. & July	New York.	1877	....
Mobile and Montgomery:						
1st Mortgage for $2,500,000	$.....	8*	May & Nov.	New York.	1900	95
Mobile and Ohio:						
1st *Mortgage*, Sterling	4,593,000	6*	May & Nov.	London.	1882	....
1st *Mortgage*, Sterling		8*	" "	Mobile.	1882	77
Tennessee Loans	1,669,800	6	Jan. & July.	New York.	1891	....
Income of '61, '62, '65 and '67	383,900	8	May & Nov.	Mobile.	1867	....
Liquidation (10 year) bonds	556,421	8	" "	New York.	1876	....
Interest bonds	697,900	8	" "	Mobile.	1882	72
Montgomery and Eufala:						
1st Mortgage, endorsed by Ala.	129,000	8	March & Sept.	New York.	1886	....
Moutgomery and West Point:						
Income Bonds	100,000	8	Jan. & July.	New York.	1871	....
Income Bonds	306,900	8	" "	" "	1876	....
Mortgage Bonds	719,500	8	" "	" "	1881	....
Morris and Essex:						
1st Mortgage, Sinking Fund	5,000,000	7	May & Nov.	New York.	1915	100½
2d Mortgage	3,000,000	7	Feb. & Aug.	" "	1891	97
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	1,569,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan	150,000	6	" "	" "	1892	....
Tenn. Coupons Funded	426,270	6	" "	" "	1892	....
Nashville and Decatur:						
Tenn. State Loan	2,465,176	6	Jan. & July.	New York.	'90–'92	....
Income Bonds (Tenn. and Ala.).	205,000	10	April & Oct.	Nashville.	1870	....
2d Mortgage	500,000	6	" "	New York.	1887	....
Nashville and Northwestern:						
Tenn. State Loan	2,672,000	6	Jan. & July.	New York.	'88–'94	....
2d Mortgage	792,050	6	" "	" "	'71–'83	....
Naugatuck:						
1st Mortgage, Convertible	166,000	7	Jan. & July.	Bridgeport.	1876	....
Newark and New York:						
1st Mortgage	600,000	7	Jan. & July.	New York.	18—	....
Newburg & New York (Oct.1,'68):						
1st Mortgage	250,000	7	Jan. & July.	New York.	18—	....
New Bedford and Taunton:						
1st Mortgage	174,000	6	Jan. & July.	Boston.	1881	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £220,000	1,100,000	6*	May & Nov.	London.	1867	....
Newcastle and Beaver Valley:						
1st Mortgage for $150,000	125,000	7	May & Nov.	Philadelphia.	1882	....
2d Mortgage for $100,000	29,500	7	March & Sept.	"	1877	....
New Haven and Darby:						
1st Mortgage	300,000	7	May & Nov.	New York.	1888	....
New Haven and Northampton:						
1st Mortgage	450,000	7	Jan. & July.	New Haven.	1869	....
1st Mort. (Hamps. & Hampd.)	200,000	6	April & Oct.	"	1874	....
New Jersey:						
Company Bonds (var. issues)	850,000	6	Feb. & Aug.	New York.	'75–'87	93
New London Northern:						
1st Mortgage	60,000	7	Jun. & Dec.	New London.	1875	....
1st Mortgage, Extension	370,000	7	March & Sept.	"	1885	....
New Mortgage	230,000	7	April & Oct.	New York.	1888	....
N. Orleans, Jackson & Gt. North.						
1st Mortgage for $3,000,000	2,741,000	8	Jan. & July.	New York.	1886	....
2d Mortgage for $1,500,000	1,157,000	8	April & Oct.	" "	1890	....
N. Orleans, Opelousas & Gt. Wtn:						
1st Mort. construction (80 m.)	1,842,000	8	April & Oct.	New York.	1889	....
2d Mort. (F.) for $1,000,000 (80m.)	.....	8	Jan. & July.	" "	1887	....
New York Central:						
Premium, Sinking Fund Bonds.	5,946,689	6	May & Nov	New York.	1883	90
Funding, Sinking Fund Bonds	1,514,000	7	Feb. & Aug.	" "	1876	101
Bonds for B. & N. Falls R.R.Co.	76,000	6	May & Nov.	" "	1883	....
Bonds for railroad stocks	592,000	6	" "	" "	1883	89
Bonds for real estate	162,000	6	" "	" "	1883	86
Bonds and mortgages	58,215	7	various.	" "	var.	....
Convertible bonds	210,000	7	Feb. & Aug.	" "	1876	....
Renewal bonds of 1868	2,900,000	6	June & Dec.	" "	1887	87
New York and Flushing:						
1st Mortgage	125,000	7	— & —	New York.	18—	....
New York and Harlem:						
1st Mortgage of 1858	3,000,000	7	May & Nov.	New York.	1873	100
Consolidated mortgage of 1863	1,797,000	7	Feb. & Aug.	" "	1893	....
New York and New Haven:						
1st Mortgage	1,059,500	6	April & Oct.	New York.	1875	98
New York, Providence & Boston:						
1st Mortgage	250,000	6	Feb. & Aug.	New York.	'73–'78	96
Extension Bonds	250,000	6	May & Nov.	" "	1883	....
Norfolk and Petersburg:						
1st Mortgage	110 500	7	Jan. & July.	New York.	1877	....
1st Mortgage	303,000	8	" "	" "	1877	....
2d Mortgage for $300,000	43,000	8	" "	Norfolk.	1872	....
North Eastern:						
1st Mortgage	700,000	7	March & Sept.	Charleston.	1869	....
2d Mortgage for $300,000	145,000	7	" "	"	1868	....
North Missouri:						
1st Mortgage of 1865	6,000,000	7	Jan. & July.	New York.	1895	87½
2d Mortgage of 1868	4,000,000	7	April & Oct.	" "	1888	....
North Pennsylvania:						
1st Mortgage	2,500,000	6	Jan. & July.	Philadelphia.	1880	100½
Chattel Mortgage	360,000	10	April & Oct.	"	1887	111
2d Mortgage	276,500	7	May & Nov.	"	18—	93½
North Shore, L. I.:						
1st Mortgage	110,200	7	Jan. & July.	New York.	1887	....
Northern Central:						
1st Mortgage, guaranteed	1,500,000	6	J. A. J. & O.	Baltimore.	irred.	....
2d Mortgage, Sinking Fund	2,500,000	6	Jan. & July.	"	1885	94
3d Mortgage, Sinking Fund	1,225,000	6	April & Oct.	"	1900	87½
Consol. Mort. for $6,000,000	1,874,000	6*	Jan. & July.	"	1900	94
Northern New Hampshire:						
Company Bonds of 1854	120,600	6	April & Oct.	Boston.	1874	90
Northern New Jersey:						
1st Mortgage	400,000	7	Jan. & July.	New York.	18—	....
North Western Virginia:						
2d Mortgage (B. & O. R. R. Co.)	458,500	6	Jan. & July.	Baltimore.	1873	95½
3d Mortgage (B. & O. R. R. Co.)	140,000				1885	91

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of nterest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
North Carolina:						
Equipment Bonds of 1857	$339,000	8	March & Sept.	Co.'s shops.	1867	....
New Loan for $800,000	.....	8	" "	"	1887	....
Norwich and Worcester:						
1st Mort. (Mass. Loan) skg fund	400,000	6	Jan. & July.	Boston.	1877	....
Construction bonds	124,500	7	" "	"	1877	....
Steamboat mortgage	45,000	7	Feb. & Aug	"	1870	....
Ogdensburg and Lake Champlain:						
1st Mort. conv. into pref. stock	985,000	7	Jan. & July.	Boston.	1870	100
Equipment Bonds	300,000	8	" "	"	'69-'78	102
Ohio and Mississippi:						
1st Mortgage, E. Div	2,050,000	7	Jan. & July.	New York.	1872	99⅝
1st Mortgage, W. Div	850,000	7	" "	" "	1872	....
2d Mortgage, W. Div	556,000	7	" "	" "	1874	....
Income, W. Div	221,500	7	April & Oct.	" "	1882	....
Consolidated Mort. for $6,000,000	1,652,000	7	Jan. & July.	" "	1898	90
Consolidated Mort. sterling	83,420	...	" "	London.	1898	....
Oil Creek and Allegheny River:						
1st Mortgage	3,170,000	7	May & Nov.	Philadelphia.	1897	78
Old Colony and Newport:						
Company Bonds	1,000,000	6	March & Sept.	Boston.	1876	95
Company Bonds	458,000	6	April & Oct.	"	1875	95
Company Bonds	1,888,000	7	Feb. & Aug.	"	1877	108
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	82
2d Mort. (Charlotte to Lynch'b.)	1,130,500	6	Jan. & July.	" "	1875	76½
3d Mort. " "	573,500	8	May & Nov.	Richmond.	1873	83
4th Mort. " "	331,700	8	March & Sept.	Alexandria.	1880	78
1st Mort. (general)	708,000	7	Jan. & July.	New York.	1882	79½
Va. State Loan	249,962	6	" "	" "	1887	....
Osage Valley:						
1st Mortgage 5-20 years	200,000	10	Jan. & July.	New York.	1888	....
Oswego and Rome:						
1st Mort. guar. by R. W. & O.	350,000	7	May & Nov.	New York.	1916	....
Income	200,000	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse:						
1st Mortgage	498,500	6	May & Nov.	New York.	'70-'80	....
2d Mortgage	375,000	7	" "	" "	1885	....
Pacific of Mo.:						
Mortgage, construction	1,500,000	7	Jan. & July.	New York.	1880	98
St. Louis Loan	700,000	6	" "	" "	'75-'78	....
1st (new) Mortgage	7,000,000	6*	Feb. & Aug.	New York.	1888	97½
Panama:						
1st Mortgage, Sterling	93,847	7*	April & Oct.	London.	1875	....
2d Mortgage, Sterling	740,959	7*	Feb. & Aug.	"	1872	....
General Mortgage, Sterling	2,899,330	7*	April & Oct.	"	1897	....
Paterson and Newark:						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York.	1888	....
Pemberton and Hightstown:						
1st Mortgage endorsed	160,000	7	—— & ——	New York.	1877	....
Peninsular (Michigan):						
1st Mortgage for $16,000 per m.	855,000	7*	May & Nov.	N. Y. & Lond.	1899	95
Pennsylvania:						
1st Mort. } Harrisb. to Pittsb.	4,972,000	6	Jan. & July.	Philadelphia.	1880	103½
2d Mort. } Harrisb. to Pittsb.	2,594,000	6	April & Oct.	"	1875	100
2d M. stg. } Harrisb. to Pittsb.	2,283,840	6	" "	London.	1875	....
General Mortgage	1,545,000	6	J. A. J. & O.	Philadelphia.	1910	....
State lien on whole property	6,232,755	5	April & Oct.	Harrisburg.	1890	96½
Short Bonds and Debentures	3,520,728	6	J. A. J. & O.	Philadelphia.	'69-'71	....
Pennsylvania and New York:						
1st Mortgage guaranteed	2,697,000	7	June & Dec.	Philadelphia.	18—	91
Pensacola and Georgia:						
1st Mortgage	1,185,300	7	Jan. & July.	New York.	18—	....
1st Mortgage (Tallahassee R.R.)	206,000	7	" "	" "	18—	....
2d Mortgage	255,000	8	" "	" "	18—	....
Peoria and Bureau Valley:						
1st Mortgage	600,000	8	Jan. & July.	New York.	18—	....
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Perkiomen:						
1st Mortgage	255,000	6	—— & ——	Philadelphia.	18—	76
Perth Amboy and Woodbridge:						
1st Mortgage, guaranteed	100,000	6	—— & ——	New York.	18—	....
Philadelphia and Baltimore Cent.:						
1st Mortgage	575,000	7	Jan. & July.	Philadelphia.	1876	....
Philadelphia and Erie:						
1st Mortgage (Sunbury & Erie.)	1,000,000	7	April & Oct.	Philadelphia.	1877	102½
1st Mortgage (General)	5,000,000	6	" "	"	1881	92½
2d Mortgage	4,000,000	6	" "	"	1901	85½
3d Mortgage for $3,000,000	600 000	7	Jan. & July.	"	1885	89½
Philadelphia, Germant. & Norist:						
Convertible Loan	116,100	6	Jan. & July.	Philadelphia.	1882	....
Philadelphia and Reading:						
Bonds of 1849	401,600	6	April & Oct.	Philadelphia.	1870	103
Bonds of 1861	106,000	6	Jan. & July.	"	1871	98½
Bonds of 1836-43-44-48 and 49	2,497,800	6	" "	"	1880	100
Bonds of 1857, convertible	171,500	6	" "	"	1886	100
Bonds of 1836, Sterling	182,400	5*	" "	London.	1880	....
Bonds of 1836, Sterling, conv.	288,000	7*	" "	"	'72-'77	....
Bonds of 1888 for renewals	477,500	6	April & Oct.	"	1893	81½
Mort. bonds of '68, clear of taxes	2,255,000	7	" "	Philadelphia.	1893	104½
Philadelphia and Trenton:						
1st Mort. (Camden & Amboy)	200,000	6	May & Nov.	Philadelphia.	1868	....
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible	385,000	6	Jan. & July.	Philadelphia.	1884	93½
Bonds of 1866	1,000,000	6	April & Oct.	"	'71-'76	94
Bonds of 1867	945,000	6	" "	"	1887	94½
Pittsburg, Cincinnati & St. Louis:						
1st Mortgage, guaranteed	4,008,000	7	Feb. & Aug.	Philadelphia.	1900	....
Pittsburg and Connellsville:						
1st Mort. (Turtle Creek Div.)	400,000	6	Feb. & Aug.	New York.	1889	....
1st Mort. (new) for $4,000,000	.....	7	Jan. & July.	Baltimore.	1898	92½
Port Huron and Lake Michigan:						
1st Mortgage for $16,000 p.m.	1,800,000	7*	May & Nov.	N. Y. & Lond.	1899	
Potsdam and Watert. (R.W. & O.)						
1st Mortgage, guaranteed	511,500	7	June & Dec.	New York.	'69-'74	

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Portland and Kennebec:						
1st Mortgage	$230,000	6	April & Oct.	Boston.	1883	90
Consolidated Bonds	300,000	6	" "	"	1895	...
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	108
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	"	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	97½
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	92½
Bridge (O. & P. R. R.) bonds	158,000	7	May & Nov.	" "	1876	....
Placerville and Sacramento:						
1st Mortgage	225,000	10	Jan. & July.	San Francisco	1894	....
1st Mortgage	525,000	10*	" "	"	1894	....
Providence, Warren and Bristol:						
1st Mortgage	100,000	8	March & Sept.	Providence.	1872	....
2d Mortgage	50,000	8	June & Dec.	"	1877	....
Quincy and Toledo:						
1st Mortgage	500,000	7	May & Nov.	New York.	1890	81½
Raritan and Delaware Bay:						
1st Mortgage, S. F. (68 m.)	1,000,000	7	March & Sept.	New York.	1888	....
2d Mortgage	250,000	7	" "	" "	1888	....
Equipment Bonds, convertible	296,000	7	" "	" "	1876	....
Reading and Columbia:						
1st Mortgage	650,000	7	March & Sept.	Philadelphia.	1882	....
2d Mortgage	350,000	7	June & Dec.	"	1884	....
Rensselaer and Saratoga:						
1st Mortgage (R. & S.)	150,000	7	Jan. & July.	New York.	1873	....
1st Mortgage (Sar. & Whitehall)	400,000	7	March & Sept.	" "	1886	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	" "	1890	76½
2d Mortgage (R. & S.)	450,000	7	Jan. & July.	" "	'80-'87	....
Richmond and Danville:						
Virginia State Loan	600,000	6	Jan. & July.	New York.	'87-'88	....
Bonds guaranteed by Virginia	161,600	6	" "	" "	'75-'76	....
Consolidated, coupon	1,298,000	6	May & Nov.	" "	'75-'90	....
Consolidated, registered	408,500	6	" "	Richmond.	'75-'90	74½
Rich., Fredericksburg & Potomac:						
Company Bonds, sterling	67,778	6*	Jan. & July.	London.	1875	....
Company Bonds, dollar	172,800	7	" "	Richmond.	1875	....
Richmond and Petersburg:						
Company Bonds (coup. & reg.)	130,500	7	June & Dec.	N. Y. & Rich.	1875	....
Company Bonds (coupons)	175,000	8	March & Sept.	Philadelphia.	1870	....
Richmond and York River:						
1st Mortgage	600,000	8	—— & ——	New York.	18—	....
Roanoke Valley (R. & Dan.):						
1st Mortgage	160,800	7	Feb. & Aug.	Richmond.	'69-'76	....
Rockford, R. Island & St. Louis:						
1st Mortgage, convertible, S.F. free	9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1919	96
Rock Island and Peoria:						
1st Mortgage	1,384,000	7	—— & ——	New York	18—	....
Rome, Watertown & Ogdensb.:						
1st Mortgage, Sinking Fund	571,000	7	June & Dec.	New York.	1891	92
Sinking Fund (Watert. & Rome)	757,500	7	March & Sept.	" "	1880	....
1st Mort. (Potsdam & Watert.)	511,500	7	June & Dec.	" "	'69-'74	....
Rutland and Burlington:						
1st Mort. conv. into pref. stock	1,800,000	7	Feb. & Aug.	Boston.	1863	200
2d Mort. conv. into com. stock	937,500	7	" "	"	1863	55
Sacramento Valley:						
1st Mortgage	400,000	10*	Jan. & July.	New York.	1875	....
2d Mortgage	329,000	10*	Feb. & Aug.	Sacramento.	1881	....
St. Joseph and Council Bluffs:						
1st Mortgage (in Missouri 80 m.)	1,400,000	10	March & Sept.	Boston.	1893	107⅝
1st Mortgage (in Iowa 52 m.)	150,000	10	" "	"	1893	....
2d Mortgage (" ")	500,000	7	—— & ——	"	1882	90½
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A)	1,100,000	7	Jan. & July.	New York.	1894	94½
1st Mortgage (Series B)	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	80½
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1894	71
St. Louis and Iron Mountain:						
1st Mortgage for $4,000,000	3,000,000	7	Feb. & Aug.	New York.	1892	89½
St. Louis, Jacksonville & Chicago:						
1st Mortgage ($15,000 per mile)	2,365,000	7	April & Oct.	New York.	1884	92½
2d Mortgage ($5,000 per mile)	360,000	7	Jan. & July.	" "	1898	....
St. Louis and St. Joseph:						
1st Mortgage	1,000,000	6*	May & Nov.	New York	1893	....
St. Louis, Vandalia & T. Haute:						
1st Mortgage, S. F., guaranteed	1,900,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, S. F., guaranteed	2,600,000	7	" "	" "	18—	....
St. Paul and Chicago:						
1st Mort. S.F. guar. for $4,000,000	.....	8	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	120,000	8	March & Sept.	New York.	1892	....
1st Mort. (70 m.) & 2d M. (10 m.)	700,000	7	Jan. & July.	" "	1892	....
2d Mortgage and Land Grant	1,200,000	7	June & Dec.	" "	1892	....
General Mort., stg. for $780,000	.....	7*	Jan. & July.	London.	18—	....
General Mort., dol. for $2,020,000	.....	7	" "	New York.	18—	....
St. Paul and Sioux City:						
1st Mortgage for $16,000 p. m.	100,000	7	Jan. & July.	New York.	1896	....
Salem and Lowell:						
1st Mortgage	226,900	6	Feb. & Aug.	Boston.	1876	98½
Sandusky, Mansfield and Newark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1875	...
Funded Coupons	860,000	7	" "	" "	1875	...
Savannah and Charleston:						
1st Mortgage $5,000 per mile	500,000	7	Jan. & July.	New York.	1889	....
Schuylkill and Susquehanna:						
1st Mortgage	97,000	6	Jan. & July.	Philadelphia.	1873	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Seaboard and Roanoke:						
1st Mortgage	$210,000	7	— & —	New York.	1880	....
Selma and Meridian:						
1st Mortgage	79,873	...	— & —	— & —	.....	....
2d Mortgage	52,000	...	— & —	— & —	.....	....
3d Mortgage	665,000	...	— & —	— & —	.....	....
Selma, Rome and Dalton:						
1st Mort. (Ala. and Tenn. River)	838,000	7	Jan. & July.	New York.	1872	....
2d Mort. (Ala. and Tenn. River)	241,100	8	" "	" "	1864	....
Gen. Mort. (S.R.&D.) free of tax	5,000,000	7	April & Oct.	" "	1887	....
Shamokin Valley and Pottsville:						
1st Mortgage	700,000	7	Feb. & Aug.	Philadelphia.	1872	....
Sheyboygan and Fond Lac:						
1st Mortgage	264,000	7	Feb. & Aug.	New York.	1884	....
Sioux City and Pacific:						
1st Mortgage	1,628,320	7	April & Oct.	New York.	1898	....
2d Mortgage (Gov. subsidy)	1,628,320	6	Jan. & July.	" "	1898	....
Somerset and Kennebec:						
1st Mortgage	300,000	6	June & Dec.	Augusta.	1874	....
2d Mortgage	250,000	6	" "	"	1876	....
Shore Line (N. H. & N. L.:)						
1st Mortgage, reconstruction	55,000	7	March & Sept.	New Haven.	1880	....
South Carolina:						
Sterling Bonds £452,912½	2,612,944	5*	Jan. & July.	London.	'71–'85	....
Sterling Bonds £59,031½	262,366	5*	" "	Charleston.	'71–'85	....
Domestic Bonds	418,010	6	" "	"	'73–'74	....
Domestic Bonds	563,500	7	April & Oct.	"	'69–'72	...
Domestic Bonds	353,500	7	Jan. & July.	"	'88–'91	....
South and North Alabama:						
1st Mort. ($16,000 p.m.) endorsed	.....	8	— & —	New York.	1889	....
South Shore:						
1st Mortgage	150,000	6	April & Oct.	Boston.	1880	90
South Side, Va.:						
2d Mort., guar. by Petersburg	300,000	6	Jan. & July.	Petersburg.	'70–'75	....
3d Mort. (for City Point R. R.)	175,000	6	" "	"	'65–'68	....
4th Mortgage	317,000	6	" "	"	'70–'72	....
Consol. Mortgage	.....	8	" "	New York.	'84–'90	....
South Side, L. I.:						
1st Mortgage	750,000	7	March & Sept.	New York.	1887	89½
South Western:						
1st Mortgage	699,500	8	various.	Macon.	'75–'85	....
South West Pacific:						
1st Mort. guar. by Atl. & Pacific	2,000,000	6*	Jan. & July.	New York.	1871	....
Southern Minnesota:						
1st Mort. (10-20 yrs) $20,000 p.m.	.....	8	Jan. & July.	New York.	1888	....
Springfield and Columbus:						
1st Mortgage	150,000	7	Jan. & July.	New York.	1871	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage	350,000	7	— & —	New York.	1874	....
Sullivan:						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	....
Syracuse, Binghamton and N. Y.:						
1st Mortgage	1,720,000	7	April & Oct.	New York.	1876	....
Summit Branch:						
1st Mortgage	528,000	6	— & —	Philadelphia.	1876	86½
Sussex:						
1st Mortgage	200,000	6	— & —	New York.	18—	....
Tioga:						
1st Mortgage	250,500	7	May & Nov.	Philadelphia.	1872	96
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.)	1,600,000	7	June & Dec.	New York.	1894	82½
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	" "	1896	81½
2d Mortgage (W. Div.)	1,300,000	7	April & Oct.	" "	1886	66½
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	94½
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	...
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	84½
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	" "	" "	1871	...
Equipm't Bonds (T. & W. 75m.)	600,000	7	" "	" "	1883	78½
Consol. M. (T.,W. & W. 499 m.)	2,332,000	7	F. M. A. & N.	" "	1907	83
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	325,000	7	March & Sept.	" "	1882	....
Troy Union:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	360,000	6	" "	" "	1878	...
Union Pacific:						
1st Mortgage, free	27,237,000	6*	Jan. & July.	N.Y.&Boston	'95–'99	80½
2d Mortgage (Gov. subsidy)	27,236,512	6	" "	" "	'95–'99	....
Land Grant bonds for 10,000,000	9,856,000	7	April & Oct.	N.Y.&Boston	'87–'89	61½
Income bonds	10,000,000	10	Mar. & Sept.	Boston.	'72–'74	41
Union Pacific—Central Branch:						
1st Mortgage	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	1895	....
Union Pacific—Eastern Division:						
1st Mortgage on 140 miles	2,240,000	6*	Feb. & Aug.	New York.	1895	....
1st Mortgage on 254 miles	4,063,000	6*	June & Dec.	" "	1896	....
2d Mortgage (Gov. subsidy)	6,303,000	6	Jan. & June.	" "	'95–'97	....
1st Mort. (Leavenworth Br.)	600,000	7	May & Nov.	" "	1896	....
Land Grant Mort. for $500,000	361,000	7	March & Sept.	" "	'71–'76	....
Income bonds $10,000 p. m.	4,275,350	7	June 1, '71.	" "	1916	...
Vermont Central:						
1st Mortgage	3,000,000	7	June & Dec.	Boston.	1886	85
2d Mortgage	1,500,000	7	" "	Philadelphia.	1891	38½
Equip. Loan (Vt.C. & Vt.& Ca.)	1,000,000	8	May & Nov.	Boston.	'77–'89	102
Vermont and Massachusetts:						
1st Mortgage	550,000	6	Jan. & July.	Boston.	1883	92½
Vermont Valley:						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	"	Boston.	1860	....
2d Mortgage	293,200	7	"	New York.	1859	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price
Vicksburg and Meridian:						
Consolidated Mort.—1st class	$722,500	7	Apr.&Oct or Jan.&Jul.	Philadelphia.	1890	....
" " 2d class	850,000	7		"	1890	....
" " 3d class	154,000	7		"	1890	....
" " 4th class	1,263,000	7		"	1890	....
Virginia and Tennessee:						
1st Mortgage	494,000	6	June & Dec.	New York.	1872	83
2d Mortgage	23,500	6	" "	" "	1868	74
3d Mortgage (Enlarged)	990,000	6	" "	" "	1884	....
Income Bonds	138,500	6	" "	" "	1865	....
Funding Bonds ($1,000,000)	736,000	8	" "	" "	1890	82
Warren:						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
Warwick Valley:						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Western Alabama:						
1st Mortgage, guar.	500,000	7	April & Oct.	New York.	1888	....
West Wisconsin:						
1st Mort. Land Grant, stg. conv	1,000,000	7*	Jan. & July.	London.	1884	....
West Chester and Philadelphia:						
1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1873	97
2d Mortgage, registered	1,000,000	8	April & Oct.	"	1878	....
West Jersey:						
Loan of 1883 for $400,000	400,000	6	March & Sept.	Philadelphia.	1883	91½
Loan of 1896 for $1,000,000	983,500	6	Jan. & July.	"	1896	....
Consolidated mort. for $1,000,000	317,500	7	April & Oct.	"	1899	97
Western (Boston and Albany).						
Sterling Loans, £899,900	2,051,520	5*	April & Oct.	London.	'69–'71	....
Dollar Bonds	798,000	6	" "	Boston.	1875	101
Western Maryland:						
1st Mortgage, endorsed by Balt.	200,000	6	Jan. & July.	Baltimore.	1890	93
1st Mortgage unendorsed	400,000	6	" "	"	1890	77
2d Mort. for $300,000, end. by B.	300,000	6	" "	"	1890	88
2d M. for $300,000, end. by W.Co.	300,000	6	" "	"	1890	81
New Preferred mortgage	600,000	6	" "	"	1890	59
Western Pacific:						
1st mortgage	2,735,000	6*	May & Nov.	New York.	1899	....
Government Lien	1,970,000	6	" "	" "	1899	....
Western Pennsylvania:						
1st Mortgage, guaranteed	1,800,000	6	April & Oct.	Philadelphia.	1883	81½
Western Union:						
1st Mortgage for $5,000,000	4,000,000	7	Feb. & Aug.	New York.	1896	....
Whitehall and Plattsburg:						
1st Mortgage	250,000	7	Jan. & July.	New York.	1873	....
Wicomico and Pocomoke:						
1st Mortgage	150,000	6	Jan. & July.	Philadelphia.	1888	....
Wilm., Charlotte & Rutherford:						
N. Car. State Loan	2,320,000	6	Jan. & July.	New York.	'90–'92	....
1st Mortgage guar. by State	.....	8	" "	" "	1897	64½
Wilmington and Manchester:						
1st Mortgage, 1st pref.	725,000	7	June & Dec.	New York.	1886	....
2d Mortgage, 2d pref.	146,000	7	" "	" "	1886	....
1st Mortgage, 3d pref.	528,000	7	" "	" "	1886	....
2d Mortgage	80,000	7	May & Nov.	" "	1873	....
Wilmington and Weldon:						
1st Mortgage, Sterling	576,888	6*	Jan. & July.	London.	1881	....
2d Mortgage, Sterling	197,777	7*	May & Nov.	"	1886	....
Sinking Fund Mortgage	508,000	7	Jan. & July.	New York.	1896	89½
York and Cumberland (N. Cent.)						
3d Mortgage	500,000	6	May & Nov.	Baltimore.	1877	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage	2,254,000	7	Jan. & July.	Philadelphia.	1882	92
Chesapeake and Ohio:						
State (Md.) Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	91
Sterling, guaranteed	4,375,000	5*	" "	London.	1890	...
Preferred Bonds	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division:						
1st Mortgage	800,000	6	Jan. & July.	Philadelphia.	1878	95
Delaware and Hudson:						
1st Mortgage	531,000	7	March & Sept.	New York.	1870	....
1st Mortgage (new)	1,500,000	7	May & Nov.	" "	1877	....
Delaware and Raritan (See Camden and Amboy R. R.)						
Erie of Pennsylvania.						
1st Mortgage	673,798	7	Jan. & July.	Philadelphia.	1865	....
Interest Bonds	161,960	7	" "	"	18—	....
Lehigh Coal and Navigation:						
1st Loan	136,913	6	J A. J. & O.	Philadelphia.	1870	....
2d Loan	5,606,100	6	" "		1884	83½
3d Loan	2,000,000	6	" "	"	1897	89
Gold Loan	2,000,000	6*	.....	"	1894	....
Gold Loan	5,000,000	6*	June & Dec.	"	1897	85½
Convertible Loan	1,496,879	6	" "	"	1877	80
Monongahela Navigation:						
1st Mortgage	125,000	6	Jan. & July.	Pittsburg.	1887	....
2d Mortgage	57,000	6	" "	"	18—	....
Morris (and Banking):						
1st Mortgage	465,500	6	April & Oct.	Jersey City.	1876	83½
2d Mortgage	302,750	6	" "	"	1876	75
Boat Loan	232,067	6	" "	"	1885	77
North Branch:						
1st Mortgage	590,000	6	May & Nov.	Philadelphia.	1876	....
Schuylkill Navigation:						
1st Mortgage	1,764,550	6*	March & Sept.	Philadelphia.	1872	85
2d Mortgage	3,980,670	6	Jan. & July.	"	1882	76½
Improvement Loan	1,601,670	6	May & Nov.	"	1876	70
Susquehanna and Tide Water:						
Md. State Loan, sterling	1,050,000	6	Jan. & July.	London.	1885	....
Coupon Bonds	1,250,000	6	" "	Baltimore.	1878	46
Preferred Interest Bonds	325,000	6	" "	"	1894	....
Union (Pa.):						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	8
West Branch and Susquehanna:						
1st Mortgage, sinking fund	750,000	6	Jan. & July.	Philadelphia.	1878	....
Wyoming Valley:						
1st Mortgage	600,000	6	Jan. & July.	Philadelphia.	1878	70

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad: Main Line.	Railroad: Branch Lines.	Railroad: 2d Track and Sidings.	Railroad: Railroad in progress.	Rolling Stock: Engines.	Rolling Stock: Cars: Pass.	Rolling Stock: Cars: R. M. E.	Rolling Stock: Cars: Freight.	Companies.	Abstract of General Balance Sheet: Property and Assets: Railroad.	Property and Assets: Rolling Stock.	Property and Assets: Assets.	Property and Assets: Accounts and Cash.	Liabilities: Stocks.	Liabilities: Bonds.	Liabilities: Accounts.	Liabilities: Surplus Income.	Railroad Operated.	Operations: Trains Moved.	Operations: Carried one mile: Passengers.	Operations: Carried one mile: Freight.	Earnings: Gross.	Earnings: Net.	Dividends.	Value of Shares: Par.	Value of Shares: Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c
Sept. 30 1869	37.0	—	0.5	—	1	1	—	16	Adirondac ..... New York	2,146,579	*	—	—	4,183,000	915,000	1,205,943	—	25.0	21,132	259,735	254,295	35,511	1,583	—	100	....
Jun. 30, 1869	70.0	—	—	23.0	—	—	—	—	Alabama and Chattanooga..... Alabama.	—	—	—	—	—	—	—	—	70.0	—	—	—	—	—	—	100	....
Sept. 30, 1869	142.0	—	18.2	—	21	24	7	383	Albany and Susquehanna ¶ ...New York.	7,185,162	*	—	—	2,149,200	4,175,000	.....	.....	142.0	421,816	9,214,589	7,620,858	697,846	237,358	—	100	85
Jan. 31, 1870	132.0	—	23.0	48.0	32	19	5	425	Allegheny Valley..... Pennsylvania.	7,913,532	*	.....	.....	2,169,550	7,550,564	531,114	.....	132.0	.....	.....	.....	1,204,777	510,925	—	50	....
Jun. 30, 1869	26.5	5.0	4.9	—	7	10	3	115	Androscoggin ..... Maine.	800,000	*	—	—	—	425,000	—	—	68.0	118,080	.....	.....	195,477	57,110	—	100	....
Nov. 30, 1869	23.0	—	1.8	—	—	—	—	—	Ashuelot..... New Hampshire.	506,000	—	—	—	246,018	150,000	—	—	—	(Leased	to Cheshir	e.)	—	7,500	—	100	....
Jun. 30, 1869	86.7	—	8.3	—	14	6	5	94	Atlanta and West Point ..... Alabama.	1,200,235	*	47,943	89,913	1,232,200	47,000	12,811	46,381	86.7	.....	.....	.....	362,666	119,162	8	100	95
Jun. 30, 1869	387.3	38.2	90.0	—	156	88	36	3,270	Atlantic and Great West. N.Y. Penn. & O.	.....	.....	.....	.....	30,000,000	29,999,000	—	—	505.7	3,844,135	42,652,418	319,717,106	5,098,367	737,188	—	50	....
Dec. 31, 1869	237.0	48.7	15.0	—	21	16	31	207	Atlantic and Gulf ¶..... Georgia.	5,785,183	*	.....	—	3,940,489	2,000,000	—	—	285.7	461,575	.....	—	784,340	274,532	—	100	79½
May 31, 1869	95.0	—	5.0	—	9	6	3	68	Atlantic and North Carolina ¶. N. Carolina.	2,178,960	*	.....	.....	1,795,225	200,000	102,991	81,558	95.0	.....	.....	.....	106,801	22,608	4	100	....
Dec. 31, 1869	149.0	1.5	15.0	—	45	17	7	541	Atlantic and St. Lawrence. Me., N.H. & Vt.	7,654,087	*	—	—	2,494,900	3,483,992	—	—	—	(Leased	& oper. by	Grand Tr	unk of C	anada.)	4	100	....
Sept. 30, 1869	15.5	—	0.5	—	2	2	2	3	Avon, Genesco and Mount Morris .. N. Y.	217,345	*	.....	.....	194,250	20,000	.....	.....	15.5	20,032	498,333	44,213	30,123	4,891	4	100	....
Sept. 30, 1869	379.6	8.0	329.0	—	315	149	136	5,153	Baltimore and Ohio ¶ .... Md. & W. Va.	24,186,268	5,026,461	16,190,943	711,871	16,267,862	8,751,750	732,[illegible]	20,361,676	379.6	6,640,721	.....	.....	8,724,916	2,968,809	8	100	133
Sept. 30, 1869	30.0	—	....	—	—	—	—	—	Washington Branch ¶ ..... Maryland.	1,650,000	.....	377,661	.....	1,650,000	20,000	.....	357,661	30.0	418,895	.....	.....	415,924	277,508	10	100	125
Sept. 30, 1869	163.5	—	....	—	—	—	—	—	Parkersburg Branch.. .... W. Virginia.	—	—	—	—	—	—	—	—	103.5	691,644	.....	.....	536,033	1,158,572	—	100	....
Dec. 31, 1869	20.0	20.0	11.0	200.0	8	2	1	822	*Bay de Noquet and Marquette*.... Michigan.	1,791,776	*	289,895	31,571	1,451,000	125,000	173,651	563,611	40.0	119,434	.....	.....	513,355	.....	—	100	4
Dec. 31, 1869	67.0	—	8.0	—	23	20	6	863	Belvidere Delaware ..... New Jersey.	3,946,852	*	.....	.....	995,800	2,244,500	902,636	—	79.0	298,128	.....	.....	848,881	270,251	—	100	....
Dec. 31, 1869	59.0	—	5.0	—	4	3	3	40	Bennington and Rutland ..... Vermont.	1,125,000	*	.....	.....	332,000	700,000	.....	.....	59.0	(Operat	ed by Bon	dholders.	—No ret	urns.)	—	100	....
Nov. 30, 1869	21.2	—	1.9	—	—	—	—	80	Berkshire..... Massachusetts.	500,000	100,000	.....	.....	600,000	—	—	600,000	—	—	—	—	—	42,000	7	100	75
Sept. 30, 1869	15.6	—	5.4	—	—	—	—	—	Blossburg and Corning..... New York.	582,346	—	—	—	250,000	—	—	—	—	(Leased	to Fall Br	ook Coal	Co.)	—	7	100	....
Nov. 30, 1869	290.6	49.6	319.9	—	159	114	37	2,762	Boston and Albany.... Mass. & N. York.	17,719,195	2,597,837	—	—	16,411,600	2,873,020	1,235,000	1,752,774	269.6	3,203,392	95,678,232	158,579,177	6,796,056	2,918,129	10	100	149½
Nov. 30, 1869	42.9	....	6.7	—	8	12	6	132	Boston, Clinton and Fitchburg ..... Mass.	1,073,622	274,636	—	34,607	872,600	648,000	104,954	31,651	42.9	145,239	3,203,639	1,998,561	218,787	35,024	—	100	62½
Mar. 31, 1869	93.5	30.8	9.2	—	17	18	14	300	Boston, Concord and Montreal ..... N. H.	2,850,000	*	367,397	131,750	1,800,000	1,050,000	15,624	455,099	124.3	.....	7,510,140	4,187,460	524,564	135,263	6	100	75½
Nov. 30, 1869	297.7	—	24.3	....	48	84	27	528	Bos., Hart. and Erie ¶. M., R.I., Ct. & N.Y.	28,148,405	628,603	21,373,900	12,600	25,000,000	21,200,000	7,349,164	—	97.5	460,741	14,038,169	6,015,251	640,007	176,725	—	100	2
Nov. 30, 1869	226.8	1.9	45.0	—	29	35	17	533	Boston and Lowell..... Mass.	2,469,955	183,345	67,229	526,457	2,195,000	275,000	104,674	598,468	61.0	525,362	18,587,217	12,330,812	1,071,881	247,195	8	100	134½
Nov. 30, 1869	74.4	8.5	56.7	—	45	75	23	1,026	Boston and Maine..... Mass., N. H. & Me.	4,379,295	716,719	273,629	102,051	4,471,274	—	217,437	1,000,420	146 1	992,000	51,248,678	16,163,410	1,871,339	549,949	10	100	147
Nov. 30, 1869	57.5	7.7	52.0	—	32	50	12	312	Boston and Providence..... Mass. & R. I.	3,152,600	207,400	464,989	176,145	3,360,000	—	—	410,615	63.9	510,444	29,963,489	13,021,748	1,280,361	402,681	10	100	146
Sept. 30, 1869	26.0	—	2.0	....	—	—	—	—	Buff., Bradford and Pittsb.. Penn. & N. Y.	2,869,500	—	.....	.....	2,286,000	583,500	.....	.....	—	(Le	ased to E	rie.)	—	—	—	100	....
Sept. 30, 1869	43.2	—	1.0	—	6	6	5	33	Buff., Corry and Pittsb.... N. Y. & Penn.	1,446,988	*	.....	.....	428,717	700,000	.....	.....	87.2	121,957	.....	.....	225,909	920	—	100	....
Oct. 31, 1869	88.0	—	43.0	—	47	31	16	1,057	Buffalo and Erie..... N. Y. & Penn.	7,008,901	*	.....	.....	6,000,000	4,000,000	.....	.....	88.0	989,627	.....	.....	1,888,268	802,754	8	100	....
Dec. 31, 1869	161.2	2.1	10.1	—	—	—	—	—	Buffalo and Lake Huron..... Canada.	8,000,780	.....	.....	.....	.....	.....	.....	.....	—	(Leased	& oper. by	GrandTru	nk of Ca.)	96,358	—	100	....
Sept. 30, 1869	142.0	—	13.0	—	28	32	9	428	Buffalo, New York and Erie.. New York.	3,396,088	*	.....	.....	950,000	2,389,000	.....	.....	—	(Leased	and opera	ted by Er	ie.)	—	7	100	....
Sept. 30, 1869	16.0	—	1.0	101.0	2	1	—	16	Buffalo and Washington ...Penn. & N. Y.	526,127	*	.....	.....	428,472	.....	.....	.....	1.60	28,606	664,730	.....	49,175	14,867	—	100	....
Dec. 31, 1869	100.0	—	3.9	170.0	5	2	2	140	Burl., Cedar Rapids and Minnesota. Iowa.	3,000,000	500,000	.....	.....	2,500,000	1,500,000	.....	.....	—	(No ret	trns 100 m	iles recent	ly comple	ted.)	—	100	....
Apr. 30, 1869	279.0	—	27.9	42.0	35	14	10	610	*Burlington and Missouri River*..... Iowa.	12,190,000	*	.....	.....	1,633,000	9,957,000	.....	.....	279.0	.....	.....	.....	921,467	527,627	—	100	87½
Dec. 31, 1869	61.2	31.1	103.7	—	128	193	40	1,090	Camden and Amboy..... New Jersey.	12,361,557	*	.....	.....	5,000,000	9,751,335	.....	.....	92.3	.....	.....	.....	4,229,064	1,257,425	10	100	118½
Dec. 31, 1869	60.2	—	3.1	—	8	31	5	86	Camden and Atlantic..... New Jersey.	2,093,159	*	.....	.....	1,120,805	990.000	.....	.....	60.2	.....	.....	.....	320,677	124,583	—	100	15
Dec. 31, 1869	23.0	7.1	2.8	—	—	—	—	—	Camden and Burlington Co.. New Jersey.	712,362	—	.....	.....	332,925	300,000	.....	.....	—	(Leased	& oper. by	Camd. &	Amboy.)	42,447	3	100	....
Nov. 30, 1869	64.8	1.0	3.0	—	8	15	2	67	Cape Cod ..... Mass.	1,277,499	123,864	64,258	28,051	801,906	125,000	78,489	8,214	65.8	118,012	4,786,714	1,418,821	250,517	97,729	8½	100	70
Dec. 31, 1869	41.4	—	3.7	—	—	—	—	—	Cape May and Millville..... New Jersey.	809,380	—	—	—	447,000	200,000	202,205	—	—	(Leased	and oper. b	y West J	ersey.)	—	6	100	88
Oct. 31, 1869	20.0	4.0	8.0	—	6	3	2	218	Catasauqua and Fogelsville..... Penn.	738,854	*	.....	—	426,900	—	—	—	34.0	85,576	.....	.....	150,265	69,591	6	25	....
Oct. 31, 1869	65.0	2.5	5.0	—	21	9	5	585	Catawissa..... Penn.	3,826,500	*	—	—	3,359,500	445,350	—	—	67.5	307,310	.....	.....	625,132	178,342	—	50	20
Sept. 30, 1869	34.6	—	....	—	—	—	—	—	Cayuga and Susquehanna..... New York.	589,110	—	—	—	589,110	—	—	—	—	(Leased	to Dela., L	and W.)	54,000	.....	9	100	....
Dec. 31, 1869	81.0	—	2.3	....	—	—	—	—	Cedar Falls and Minnesota ..... Iowa.	3,402,000	—	—	—	1,701,000	1,701,000	.....	.....	—	(Leased	and oper. b	y Illinois	Central.)	—	—	100	....
Dec. 31, 1869	271.6	2.5	28.4	—	—	—	—	—	*Cedar Rapids and Missouri River*... Iowa.	15,000,000	—	—	—	8,000,000	7,620,000	.....	.....	—	(Leased	and oper.	by Chic. a	nd N.W.)	475,300	—	100	....
Nov. 30 1869	192.0	—	25.9	—	52	50	23	656	Central of Georgia..... Georgia.	4,703,877	*	.....	.....	4,666,800	786,000	.....	.....	284.0	974,915	.....	.....	2,247,920	818,660	10	100	122
Dec 31, 1869	64.0	10.0	102.7	—	107	104	15	1,597	Central of New Jersey..... New Jersey.	10,871,242	*	docks, &c	.....	15,000,000	3,400,000	.....	.....	74.0	.....	.....	.....	4,010,122	1,367,958	—	100	106½
Jun. 30, 1869	137.0	—	25.3	—	44	23	25	667	Central Ohio..... Ohio.	5,506,935	*	.....	—	3,000,000	2,500,000	.....	.....	137.0	553,750	9,985,213	16,515,195	970,890	49,521	3½	100	25
Dec. 31, 1869	742.0	120 0	74.2	—	147	144	25	1,561	*Central Pacific*..... California.	97,094,922	*	.....	.....	40,097,290	58,905,777	.....	.....	742 0	2,869,227	.....	.....	5,670,822	2,677,299	—	100	....
Dec. 31, 1869	109.0	—	15.0	250.0	6	5	2	124	Central Br., Union Pacific R.R.... Kansas.	4,200,000	*	.....	.....	1,000,000	3,200,000	.....	.....	100.0	.....	(N	o returns.)	—	—	—	100	....
Dec. 31, 1869	194.6	—	13.2	—	18	10	5	136	Charlotte, Columbia & Aug. N.C.S.C.& Ga.	4,722,075	*	224,738	200,067	2,558,178	1,204,117	725,856	656,732	194.6	.....	.....	.....	403,785	177,249	—	100	....
Sept. 30, 1869	17.4	—	12.5	—	—	—	—	—	Chemung..... New York.	400,000	—	—	—	380,000	—	—	—	—	(Leased	to Erie &	N.Centrl.)	30,000	.....	6	100	....
Aug. 31, 1869	40.0	—	3.1	—	2	1	2	....	Cheraw and Darlington..... S. Carolina.	600,000	*	.....	.....	291,222	225,000	.....	.....	40.0	.....	.....	.....	42,760	18,648	—	100	....
Sept. 30, 1869	227.0	—	27.9	200.0	28	13	13	217	Chesapeake and Ohio..... Va. & W. Va.	11,955,948	*	.....	.....	—	3,288,692	.....	.....	—	(No retur	ns publish	ed.)	—	—	—	100	....
Nov. 30, 1869	53.6	—	13.0	—	24	18	7	364	Cheshire..... New Hampshire.	2,367,041	322,266	157,000	269,089	2,085,925	791,500	.....	109,496	53.6	495,525	4,733,511	15 801,755	713,526	51,338	5	100	....
Oct. 31, 1869	21.5	—	1.5	—	—	—	—	—	Chester Valley ..... Pennsylvania.	1,371,900	*	—	—	871,900	500,000	437,500	—	—	(Leased	to Phila. a	nd Read.)	101,714	2,331	—	50	6½
Dec. 31, 1869	280.0	—	32.7	—	108	52	21	2,038	Chicago and Alton ..... Illinois.	11,587,040	*	749,862	257,688	7,570,472	3,856,000	1,116,697	51,421	441.0	2,543,397	.....	.....	4,681,563	2,004,970	10	100	114½
Apr. 30, 1870	307 0	296 2	141.0	—	153	70	35	3,314	Chicago, Burlington and Quincy.. Illinois.	16,699 340	4,246,222	2,387,163	961,621	16,590,210	4,649,750	739,862	2,044,524	603.2	3,671,295	52,555,532	147,409,207	6,621,773	2,604,594	10	100	150
Dec 31, 1869	73.0	—	3.7	30.0	5	4	2	121	Chicago, Cincinnati and Louisville ...Ind.	2,500,000	*	.....	.....	1,500,000	1,000,000	.....	.....	73.0	.....	(N	o returns.)	—	—	—	100	....
May 31, 1870	81.3	1 1	16.7	—	—	—	—	—	Chicago, Iowa and Nebraska ..... Iowa.	5,000,000	—	.....	.....	3,916,000	810,000	.....	.....	—	(Leased	and oper. b	y Chic. a	nd N.W.)	557,950	10	100	119½
May 31, 1870	803.1	—	166.8	—	259	164	110	5,989	Chicago and N. West'n. Ill., Wis. & Mich.	50,048,813	*	1,605,222	.....	35,046,923	15,147,900	917,789	541,424	1,156.0	5,913,288	115,457,459	364 747,240	12,535,428	3,478,419	9	100	69½
Mar. 31, 1870	493.0	50.5	98.0	—	133	62	26	3,127	Chicago, Rock Island & Pacific. Ill. & Iowa.	25,025,906	*	262,682	1,644 797	16,000,000	8,787 643	76,975	2,068,767	590.0	3,227,404	44,017,275	130,683,871	5,995,266	2,413,475	8½	100	103½
May 31, 1869	—	—	—	26.0	—	—	—	—	Chillicothe and Brunswick	—	—	.....	.....	500,000	500,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Mar. 31, 1870	60.1	—	60.9	—	33	31	13	483	Cincinnati, Hamilton and Dayton... Ohio.	3,974,405	995,751	560,515	707,503	3,500,000	2,032,000	330,249	375,925	60.1	498,270	.....	.....	1,191,457	611,493	9	100	75
Jun. 30, 1869	20.5	6.7	6.2	—	—	—	—	—	Cincinnati and Indiana..... Ohio & Ind.	1,894,477	—	.....	.....	500,000	1,500,000	.....	.....	27.2	153,550	2,500,000	5,650,000	233,567	107,933	10	100	....
Dec. 31, 1869	13.0	—	0.5	—	—	—	—	—	Cin., Lexington and E. Tennessee..... Ky.	1,000,000	*	.....	.....	1,000,000	—	—	—	—	(Leased	and oper. b	y Kentuc	kyCentra	l.)	—	100	....
Jun. 30, 1869	98.0	25.0	56.2	—	16	12	5	244	Cin. and Indianapolis Junction.. O. & Ind.	5,805,062	*	.....	.....	3,027,450	2,033,000	776,398	—	98.0	251,442	2,853,280	2,052,740	221,949	8,268	—	100	....
Dec. 31, 1868	40.0	—	2.6	—	—	—	—	—	Cincinnati and Martinsville..... Indiana.	800,000	—	.....	.....	400,000	400,000	.....	.....	—	(Leased	to Ind., Ci	n. and Laf.	54,000	54,000	—	100	....
Mar. 31, 1870	42.0	—	2.6	—	6	3	4	71	Cin., Richmond and Chicago. Ohio & Ind.	826,733	120,452	.....	82,810	382,600	625,000	22,395	—	42.0	.....	.....	.....	105,752	28,305	—	100	....
Jun. 30, 1869	155.0	16.0	19.7	—	25	24	12	251	Cincinnati, Sandusky & Cleveland.. Ohio.	5,700,00	*	107,865	167,865	3,186,396	2,401,056	155,465	232,212	191.0	559,259	.....	.....	795,469	145,405	—	100	22½
Jun. 30, 1869	132.1	—	9 0	—	16	11	6	227	Cincinnati and Zanesville..... Ohio.	2,969,361	*	.....	.....	1,669,361	1,300,000	.....	.....	132.1	252,505	2,641,280	5,444,455	346,181	46,046	—	100	....

Dec. 31, 1869	340.5	49.9	61.7	—	83	47	22	1,435	Cleveland, Col. Cin. & Ind...Ohio & Ind.	11,936,146	*			11,620,000	1,997,000			390.4	2,155,245	29,770,918	95,130,680	2,962,614	929'384	7	100	82
Jun. 30, 1869	67.8	12.4	59.6	—	—	—	—	—	Cleveland and Mahoning .....Ohio	2,922,345	397,981			2,056,750	1,652,100				(Leased	to Atl. &	Gt. Weste	rn.)		8	100	
Oct. 31, 1869	167.0	32.0	49.0	—	74	34	20	1,522	Cleveland and Pittsburg....Ohio & Penn.	8,450,515	2,283,265			6,300,475	3,883,500		610,497	225.0	1,665,141			2,583,670	908,306	8	50	104
Jun. 30, 1869	588.0	12.5	67.9	—	135	76	28	1,691	Col., Chic. & Ind. Cent...Ohio, Ind & Ill	35,539,369	*			13,000,000	18,814,000	1,725,369		588.0	3,655,909	35,605,620	41,064,199	3,529,411	262,452	—	100	16⅞
Jun. 30, 1869	54.5	—	13.0	—	—	—	—	—	Columbus and Xenia.....Ohio.	2,034,200				1,786,200	248,000				(Leased	& operate	d by Little	Miami.)		6½	100	
Mar. 31, 1869	35.0	7.0	47.0	—	31	27	12	486	Concord.....New Hampshire.	1,500,000	*	138,029	92,610	1,500,000		75,000	155,639	110.5	544,126	9,898,097	14,984,458	806,150	153,165	10	50	154
Mar. 31, 1869	27.0	—	2.3	26.0	2	4	—	51	Concord and Claremont.New Hampshire.	698,258	*			595,587	374,500	300,000		27.0	39,460	556,055	361,137	75,430	27,338	—	100	
Mar. 31, 1869	41.0	—	3.2	—	—	—	—	—	Concord and Portsmouth..N.Hampshire.	1,108,859				350,000					(Leased	and operat	ed by Con	cord.)	25,000	7	100	120
May 31, 1869	110.3	—	12.0	—	13	11	7	334	Connecticut and Passump. Riv..Vermont.	2,996,181	*	11,573	153,938	2,087,883	795,000	208,879	68,929	110.3	190,409	3.747,271	4,799,290	529,347	192,184	6	100	87
Nov. 30, 1869	50.0	3.4	12.6	—	16	19	8	233	Connecticut River .....Massachusetts.	1,842,423	201,499	109,086	249,400	1,700,000	250,000		18,147	53.4	306,976	8,923,930	6,780,348	649,196	202,840	10	100	138½
Oct. 31, 1869	6.8	—	9.5	—	—	—	—	—	Connecting (Phila.).....Pennsylvania.	2,278,300		215,000		1,278,300	1,000,000				(Leased	to Phila.	& Trent.)				50	
Mar. 31, 1869	14.6	—	1.1	—	—	—	—	—	Contoocook River .....New Hampshire.	257,000				200,000	30,000			14.6	(Oper.	by Northe	rn N. H.)	38,458	15,931	—	100	
Dec. 31, 1869	34.0	—	19.0	—	23	5	1	420	Cumberland and Pennsylvania.Maryland.	3,300,000	*			1,500,000	3,443,000			34.0	337,200			791,053	75,118	—	50	
Oct. 31, 1869	74.0	—	11.0	—	16	14	6	232	Cumberland Valley.....Penn. & Md.	1,492,204	*	110,000		1,316,900	352,300			74.0	226,576			523,993	143,479	8	50	110
Dec. 31, 1869	23.8	—	3.2	—	5	6	2	62	Danbury and Norwalk .....Connecticut.	478,765	87,783	34,256	23,880	400,000	183,000	30,000	11,685	23.8				169,418	62,768	10	100	
Oct. 31, 1869	14.0	—	1.0	37.0	2	2	1	12	Danv., Hazleton & Urbana.....Penn.	313,910	15,600	300,000		413,150	510,000				(N	ot yet in o	peration.)				100	
Apr. 30, 1869	—	—	—	117.5	—	—	—	—	Danv., Urbana, Bloomingt'n & Pekin..Ill.	5,000,000	*			3,000,000	2,000,000				(U	nder cons	truction.)				100	
Mar. 31, 1870	141.4	—	16.1	—	21	4	4	351	Dayton and Michigan .....Ohio.	5,857,058	667,268		261,099	2,393,140	4,278,300	112,579		141.4				1,061,856	421,277	—	100	
Jun. 30, 1868	31.8	—	1.9	—	4	4	3	56	Dayton and Union .....Ohio.	599,684	*			76,000	527,449	12,768		31.8	76,128	72,188	60,571	118,420	17,479	—	100	
Jun. 30, 1869	42.0	—	3.0	—	—	—	—	—	Dayton and Western.....Ohio.	870,000				309,276	715,000				(Leas. &	oper. by L'	tleMiami.)	loss.	42,652	—	100	
Oct. 31, 1869	84.5	28.0	4.9	—	—	—	—	—	Delaware.....Delaware.	1,826,018				891,206	892,750				(Leased	and oper.	by Phila.,	Wilm. an	d Balt.)	6	100	
Oct. 31, 1869	113.0	—	102.0	—	103	19	9	4,155	Delaware, Lack. and Western.....Penn.	11,250,000	3,250,000			14,100,600	3,308,000	2,190,000		253.4	1,820,253			2,417,324	637,845	10	50	102½
Dec. 31, 1869	235.0	—	16.0	12.0	25	16	10	515	Des Moines Valley.....Iowa.	8,182,500	*			3,872,500	4,310,000			184.0				830,241	365,392	—	100	
Dec. 31, 1869	189.0	—	19.0	—	34	30	21	524	Detroit and Milwaukee.....Michigan.	11,467,220	*	111,386	186,778	2,547,350	6,825,048	2,341,923	104,063	189.0	614,243			1,615,618	666,267	—	100	
Nov. 30, 1869	28.5	—	1.7	—	—	—	—	—	Dover and Winnipissogee....New Hamp.	480,000				480,000					(Leased	and opera	ted by Bo	ston & M	aine.)	6	100	
Dec. 31, 1869	143.5	—	6.1	—	—	—	—	—	*Dubuque and Sioux City*.....Iowa.	5,257,043	*	107,393	64,767	3,662,128	960,000	653,956	153,124		(Leased	& oper. by	Ill. Centr.)	1,290,589		7	100	90
Dec. 31, 1869	55.8	—	22.5	—	4	2	3	67	Dubuque South Western.....Iowa.	1,550,000	*			1,000,000	550,000			79.0				188,832			100	
Sept 30, 1869	41.0	—	—	—	—	—	—	—	Dunkirk, Warren & Pittsburg...N. York.	407,000				280,000					(J	n progres	s.)				100	
Sept. 30, 1869	43.0	—	0.6	15.0	—	—	—	—	Dutchess and Columbia Counties...N. Y.	1,700,000				700,000	1,000,000				(Leased	to Boston,	Hart.&Fis	hkill.)			100	
Oct. 31, 1869	17.5	—	0.3	—	—	—	—	—	East Brandywine and Waynesb....Penn.	264,800		2,500		89,800	175,000	2,000			(Leased	to Pennsy	lvania.)				50	
Nov. 30, 1869	44.1	53.4	23.0	—	45	75	25	724	Eastern ¶.....Massachusetts.	5,734,862	847,314	654,386	382,402	4,037,800	2,900,400	450,200	198,222	144.4	959,318	57,357,609	8,896,106	1,675,238	529,914	8	100	120½
Dec. 31, 1869	38.5	—	1.9	—	—	—	—	—	Eastern Shore ¶.....Maryland.	850,000				280,000	570,000				(Leased	and oper.	by Phila.,	Wilm. an	d Balt.)	—	100	
Oct. 31, 1869	7.5	—	3.5	—	—	—	—	—	East Mahanoy .....Pennsylvania.	391,664				392,550					(Leased	to Phila.	& Readin	g.)		6	50	
Oct. 31, 1869	36.0	—	9.8	—	—	—	—	—	East Pennsylvania.....Pennsylvania.	1,472,599				1,209,200	495,900				(Leased	to Phila.	& Readin	g.)		7	50	
Jun. 30, 1870	240.0	30.0	17.9	—	39	21	7	530	East Tenn. Va., & Georgia ¶..Tenn. & Ga.	9,164,694	*	125,522	486,828	1,969,524	4,019,056	1,235,506	1,552,958	130.0				1,278,864	562,682	—	100	84
Jun. 30, 1870	—	—	—	—	...	23	4	209	East Tennessee and Virginia ¶.....Tenn.					(Consolid	ated in t	he East	Tennessee	, Virg	inia and	Georgia.)				—	100	
Oct. 31, 1869	48.0	—	2.6	—	5	5	1	57	Edgefield and Kentucky ¶.....Tenn.								(Oper. by	Evan	sville, H	enderson	& Nashv.)				100	
Sept. 30, 1869	46.8	—	2.9	—	—	—	—	—	Elmira, Jefferson and Canandaigua.N. Y.	500,000				500,000					(Leased	toNorther	n Central.)	25,000	25,000	5	100	
Oct. 31, 1869	78.0	—	15.2	—	—	—	—	—	Elmira and Williamsport..Penn. & N. Y.	2,268,000	352,000			1,000,000	1,620,000				(Leased	to Northe	rn Cent.)	562,933	loss.	5	50	56
Sept. 30, 1869	459.0	386.7	431.2	—	404	267	71	7,447	Erie.....New Jersey, N. York & Pa.	57,164,421	7,440,575			78,536,910	23,398,800			845.7	7,761,579	128,455,158	817,829,190	16,721,500	2 179,395	—	100	23½
Oct. 31, 1869	83 7	3.2	17.1	—	22	11	4	715	Erie and Pittsburg.....Pennsylvania.	2,634,232	1,045,893	545,000		999,600	2,577,590		57,809	101.2	484,530			824,611	383,028	—	50	
Dec. 31, 1869	58.0	—	5.0	52.0	5	5	1	96	European and North American ¶..Maine.	2,094,883	148,659				3,000,000				58,493			129,726	56,196	—	100	
Jun. 30, 1869	108.0	32.0	15.2	....	14	18	9	115	European and N. American ¶.N. Brunsw.	4,674,808	*			[Owned	by Domi	nion of	Canada.]	140.0	185,967	4,332,715	3,667,494	182,795	56,646	—	100	
Jun. 30, 1869	33.5	—	....	5.45	...	...	...	....	Europ. & N. American W. Div.N.Bruns.	1,743,037	*			803,750	1,853,907	18,001			(No	t in comp	lete opera	tion.)			100	
Aug. 30, 1870	100.0	23.0	12.0	....	15	12	5	201	Evansville and Crawfordsville...Indiana.	2,417,058	372,970	46,366	51,600	1,144,053	1,185,000	36,564	522,377	132.0	306,838			516,804	166,699	—	100	
Dec. 31, 1868	63.0	—	2.0	35.0	8	6	3	145	Evansville, Henderson and Nashville.Ky.									64.0						—	100	
Nov. 30, 1869	5.8	—	....	—	—	—	—	—	Fall River, Warren and Providence..R. I.	330,089		21,759	208	150,000	238,450	17,000		5.8	10,881	398,465		29,687	6,815	—	100	
Oct. 31, 1869	12.7	—	0.5	—	—	—	—	—	Fayette County.....Pennsylvania.	130,000				90,000			60		(Leased	to Pittsbu	rg and Ce	nnellsvill	e.)	7½	50	
Nov. 30, 1869	51.0	42.8	80 3	—	32	40	11	521	Fitchburg .....Massachusetts.	3,189,851	350,149	256,425	306,374	3,540,000			547,050	93.8	614,525	22,134,414	16,941,140	1,290,594	341,880	8	100	131½
Dec. 31, 1869	12.0	—	....	—	—	—	—	—	Flemington.....New Jersey.	375,000				150,000	100,000	100,000			(Oper. b	y Belvide	re Delaw	are.)			100	
Dec. 31, 1869	77.0	—	....	112.5	14	13	7	159	*Flint and Pere Marquette*.....Michigan.	2,269,094	*	173,876	1,149,692	1,099,100	1,867,500	441,208	124,854	90.0	208,113			466,737	232,707	—	100	
Dec. 31, 1869	154.0	—	3.1	—	7	—	—	82	*Florida*.....Florida.	5,300,000	*			3,000,000	2,300,000			154.0						—	100	
Feb. 28, 1870	56.0	—	2.5	44.0	4	3	2	60	Ft. Wayne, Jack. & Saginaw..Ill. & Mich.	2,300,000	*			800,000	1,500,000				(Not i	n complet	e operatio	n.)			100	
Dec. 31, 1869	17.0	—	12.5	—	3	3	—	22	Freehold & Jamesburg Agricultural..N.J.	200,866	30,061	99,266		230,845		99,266		23.0	12,800			69,807	2,038	3	100	
Dec. 31, 1869	50.3	1.7	3.2	—	7	8	2	91	Galveston, Houston & Henderson.Texas.						575,000			52.0	[Operat	ed by Rec	eiver.]				100	
Mar. 31, 1870	171.0	61.0	16.1	—	45	23	10	503	Georgia.....Georgia.	4,156,000	*	1,283,369	595,509	4,156,000	615,500	388,618	886,260	232.0	801,823			1,352,029	501,897	8	100	109
Dec. 31, 1869	40.0	—	....	280.0	...	...	...	....	*Grand Rapids and Indiana*.....Indiana.									40.0	[In prog	ress and n	o part in c	ompl'te o	pera'n.]	—	100	
Dec. 31, 1869	94.0	—	6.5	—	—	—	—	—	Grand River Valley.....Michigan.	3,000,000				1,000,000	1,000,000				[Owned	and oper. b	y Mich. Ce	n. since A	pl. 1870.]	—	100	
Jun. 30, 1869	854.0	197.0	106.7	—	323	219	85	4,061	Grand Trunk ¶.....Canada.	90,720,865	*							1,380.0	7,071,893			7,153,924	1,607,631	—	100	
July 31, 1869	229.0	105.5	132.0	—	99	146	45	1,829	Great Western ¶.....Canada.	25,027,287	*	1,968,348	877,019	18,202,126	8,656,415	733,218	280,895	334.5	2,676,393			3,934,114	1,780,516	4	100	
Sept. 30 1869	143.2	21.0	4.5	—	27	14	2	85	Greenville and Columbia ¶ ...S. Carolina.	3,081,213	*	80,495		1,510,374	1,902,157			164.2	125,000			365,528	146,211	—	100	
Aug 31, 1869	207.0	68.0	22.0	—	80	27	14	701	*Hannibal and St. Joseph* ¶.....Missouri.	17,947,073	*			8,000,000	8,938,000	1,009,073		275 0				2,941,997		—	100	100
Oct. 31, 1869	36.0	18.0	20.6	—	—	—	—	—	Harrisburg and Lancaster..Pennsylvania.	1,882,550				1,182,550	700,000		23,069		(Leased	to Pennsy	lvania.)			7	50	112½
Nov. 30, 1869	61.4	14.1	70.3	—	31	29	...	518	Hartford and New Haven....Connecticut.	3,407,285				3,300,000	927,000			74.5	613,585	140,928	18,558,582	1,861,682	548,219	14	100	165
Dec. 31, 1869	122.4	7.7	15.4	—	24	30	16	302	Hartford, Prov. and Fishkill.Conn. & R. I.	4,704,866	*			2,037,939	2,055,500			130.1	470,699	13,592,276	5,172,157	848,563	79,028	—	100	
Oct. 31, 1869	32.0	—	1.3	44.0	3	2	1	13	Hempfield.....W. Va. & Penn.	1,616,459	41,340	104,900		1,809,565	500,000	100,000		32.0	20,800			60,495	3,008	—	100	
Dec. 31, 1869	74.0	—	8.9	—	13	14	6	246	Housatonic .....Connecticut.	2,105,558	*	151,843	310,624	2 000,000	291,000	123,768	153,257	119.8				743,808	166,231	—	100	
Dec. 31, 1869	144.0	38.0	7.2	323.0	18	12	10	340	Houston and Texas Central ¶.....Texas.	5,600,000	*			3,000,000	2,600,000			125.0				1,040,400	601,933	—	100	
Dec. 31, 1869	50.0	—	3.7	48.0	2	2	1	21	Houston Tap and Brazoria.....Texas.									50.0	[Is bein	g continue	d to Whar	ton Color	'do Riv.]	—	100	
Sept. 30, 1869	144.0	—	170.6	—	86	154	37	1,077	Hudson River .....New York.	19,919,537	*			16,020,000	4,309,220			150.0	1,978,880	106,998,815	114,943,123	6,484,967	2,713,490	8	100	
Oct. 31, 1869	44.0	14.8	12.0	—	15	3	3	58	Huntingdon and Broad Top Mt.....Penn.	2,202,174	*			706,580	1,927,614			58.8	191,777			291,564	5,882	—	50	
Dec. 31, 1869	703.0	—	100.0	—	177	100	41	4 214	*Illinois Central* .....Illinois.	32,785,264	*	9,721,836	1,691,280	25,278,710	8,018,170	10,901,500		970.9	5,414,403	53,306,016	253,336,118	8,823,482	3,652,516	10	100	134
Dec. 31, 1869	—	—	—	72.0	50	31	13	806	Indianapolis and St. Louis.....Indiana.	(Road in	progres	s is now o	perating	St. Louis,	Alton &	T. H. R.	R.)	194.0				1,774,867	Loss.	—	100	
Dec. 31, 1869	179.0	110.0	23.0	—	52	40	12	1,020	Indianapolis, Cin. and Lafayette.Indiana.	13,720,057	*			5,685,497	7,358,931	675,628		289.0	1,205,686			1,921,274	707,492	—	100	5½
Dec. 31, 1869	75.0	—	3.7	—	12	10	6	280	Indianapolis, Peru and Chicago..Indiana.									75.0						—	100	
Dec. 31, 1869	—	—	—	225.0	—	—	—	—	Iowa & Missouri State Line..Iowa & Mo.										[Project	ed.]				—	100	
Jun. 30, 1869	13.0	—	1.2	23.0	3	3	—	14	Iron .....Ohio.	327,795	*			132,411	35,000			13.0	24,000	234,368	664,541	73,307	11,855	—	100	
Oct. 31, 1869	10.0	1.0	4 0	—	2	—	—	—	Ironton.....Pennsylvania.	250,000	18,000	249,500		400,000	130,000			11.0				32,361	22,727	—	50	
Dec. 31, 1869	116.0	—	10.7	....	10	10	4	152	*Jackson, Lansing and Saginaw*..Michigan.	2,598,023	*		87,031	515,465	1,895,000	143,196	131,393	116.0				391,849	212,727	—	100	
Oct. 31, 1869	43.2	1.5	2.5	13.0	—	—	—	—	Jameston and Franklin.....Penn.	1,765,248		35,000		603,077	1,000,000	688,228			(Leased	to Lake S	hore and	Mich. So	uthern.)	—	100	
Dec. 31, 1869	108.0	52.0	17.9	—	37	28	15	549	Jeffersonville, Madison and Ind..Indiana.	6,027,342	*	879,833	413,927	2,000,000	3,100,000	587,179	1,632,923	225.0				1,140,099	403,486	—	100	67
Dec. 31, 1869	37.0	—	8.9	—	—	—	—	—	Joliet and Chicago.....Illinois.	2,000,000				1,500,000	500,000				(Leased	and oper. b	y Chicago	& Alton.)		7	100	90
Dec 31, 1869	44.5	—	10.8	—	—	—	—	—	Joliet and Northern Indiana...Ill. & Ind.	1,100,000				300,000	800,000				(Leased	and oper. b	yMich'gan	Central.)		8	100	
Oct. 31, 1869	4.6	—	5.3	—	—	—	—	—	Junction (Phila.).....Pennsylvania.	898,324				180,250	800,000			4.6	16,472	1,040,193	5,589,307	107,612	49,533	—	100	
Dec. 31, 1869	487.0	34.0	22.8	143.0	50	35	11	1,025	Kansas Pacific.....Kansas & Col.					5,072,500				439.0	963,512			2,225,850	839,670	—	100	
Dec. 31, 1869	99.0	—	11.0	—	21	12	16	300	Kentucky Central.....Kentucky.						1,209,000	[St k sw	amped.]	112.0		[Operated	by bondh	olders.]			100	
Dec. 31, 1869	16.0	—	—	37.0	—	—	—	8	Knoxville and Charleston ¶...Tennessee.									16.0	[No	returns.]				—	100	
Dec. 31, 1869	31.0	—	1.3	34.0	2	2	1	20	Knoxville and Kentucky ¶....Tennessee.									31.0	[No	returns.]				—	100	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterick (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	R. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Oct. 31, 1869	80.0	—	27.5	—	24	9	3	934	Lackawanna and Bloomsburg.....Penn.	3,820,000	550,000	.....	.....	1,335,000	2,200,000	125,000	.....	80.0	576,046	.....	.....	966,832	356,659	—	50	....
Jun. 30, 1869	37.0	—	3.7	138.0	2	2	1	31	Lake Erie and Louisville ....Ohio & Ind.	905,910	*	810,590	.....	1,121,500	500.000	.....	.....	37.0	29,970	668,490	460,738	57,875	17,670	—	100	....
Oct. 31, 1869	540.0	405.2	229.9	—	41	179	58	5,391	Lake Shore & Mich. S..N.Y.,P.,O.Ind.Ill.	42,179,875	7,767,845	.....	.....	35,000,000	23,313,000	416,552	.....	993.9	.....	.....	.....	12.945,598	5,034,071	8	100	91
Dec. 31, 1869	75.0	—	....	79.0	7	5	3	116	Lake Superior and Mississippi.....Minn	(In	progress	and no r	eturns.)	5,000,000	4,500,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Oct. 31, 1869	105.0	30.3	61.0	—	53	13	8	3,257	Lehigh and Susquehanna...Pennsylvania.	11,189,397	2,730,366	(Owne	d by Le	high Coa	l and Na	vigation	Co.)	150.3	1,286,387	.....	.....	1,945,598	748,960	—	50	....
Oct. 31, 1869	101.0	98.5	192.4	—	135	30	13	5,938	Lehigh Valley.....Pennsylvania.	13,481,241	4,506,418	.....	.....	16,060,650	4,573,500	1,943,189	.....	209.5	2,226,474	.....	.....	4,936,591	1,819,315	10	50	118
Nov. 30, 1869	6.6	—	0.6	—	2	5	2	10	Lexington and Arlington..Massachusetts.	230,758	32,950	750	.....	241,200	—	42,600	.....	6.6	25,980	880,705	33,823	42,109	4,277	—	100	....
Dec. 31, 1869	15.0	0.7	....	15.0	4	1	—	206	Lexington and Big Sandy .....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	15.0	.....	.....	.....	.....	.....	—	—	....
Jun. 30, 1869	84.2	—	47.9	—	—	—	—	—	Little Miami.....Ohio.	3,887,854	—	425,650	.....	3,572,400	1,480,000	.....	.....	—	(Op	erated by	L. M. and	Col. & X	enia.)	—	100	....
Jun. 30, 1869	119.5	77.0	62.0	—	47	38	20	710	Little Miami and Col. & Xenia (Joint).O.	7,786,469	*	[Leased	Dec. 1, 1	869 to Pb	g Cin.&S	t. L.at$4	80,000p.a.	] 196.5	954,319	22,208,215	35,730,006	1,709,708	562,298	6½	50	88½
Oct. 31, 1869	28.3	3.0	24.7	—	—	—	—	—	Little Schuylkill .....Pennsylvania.	1,146,283	—	915,658	.....	2,646,100	795,500	.....	.....	—	(Leased	to Phila. a	nd Read.)	301,290	242,940	8	50	
Dec. 31, 1869	9.0	—	....	—	2	10	—	—	Long Branch and Sea-Shore.New Jersey.	223,446	*	.....	.....	178,100	—	112,927	.....	9.0	.....	.....	.....	71,601	10,307	—	100	....
Sept. 30, 1869	94.0	29.0	13.0	22.0	21	41	9	234	Long Island.....New York.	4,223,153	401,311	.....	.....	3,000,000	1,225,000	.....	.....	123.0	393,404	18,773,860	10,136 200	659,155	Loss.	—	50	67½
Jun. 30, 1870	93.5	77.6	14.7	—	26	22	14	477	Louisville, Cincinnati and Lexington.Ky.	6,820,351	*	156,741	50,718	2,472,183	2,595,519	1,235,770	350,337	171.1	620,895	13,955,245	12,174,094	948,748	221,845	—	100	....
Jun. 30, 1870	185.0	196.6	38.5	74.0	67	45	29	1,177	Louisville and Nashville...Ky. and Tenn.	13,950,705	*	3,585 951	1,176,690	8,680,912	8,478,000	805,465	748,977	381.6	1,500,947	27,330,015	57,885,740	2,954,659	1,142,113	7	100	70½
Nov. 30, 1869	12.4	—	2.8	—	2	3	1	20	Lowell and Lawrence.....Massachusetts.	332,883	30,275	.....	3,675	200,000	67,700	1,523	2,152	—	.....	.....	.....	.....	21,786	6	100	....
Oct. 31, 1869	19.6	—	11.0	—	3	—	1	1	Lykens Valley.....Pennsylvania.	600,000	—	20,000	—	600,000	—	—	10,000	—	(Leased	to Summi	t Branch.)	63,996	6,996	10	50	....
Dec. 31, 1869	185.0	10.0	5.0	—	14	8	10	160	Macon and Brunswibk .....Georgia.	(Comple	ted in D	ec. 1869,n	o accou	nts yet p	ublished.	Bonds $	10,000 p.	m ind	orsed by	Georgia.)	.....	.....	.....	—	100	....
Nov. 30, 1869	102.5	—	11.3	—	15	9	8	222	Macon and Western.....Georgia.	2,000,000	*	111,212	123,121	2,000,000	—	49,575	185,648	102.5	294,404	.....	.....	582,679	220,907	12	100	135
Jun. 30, 1869	34.2	—	7.1	—	—	—	—	—	McMinnville and Manchester.¶.Tennessee.	825,000	*	.....	.....	.....	.....	.....	.....	34.2	.....	(Oper. by	State rec	eiver.)	.....	—	100	....
Oct. 31, 1869	12.7	26.7	24.5	—	—	—	—	—	Mahanoy and Broad Mountain.....Penn.	2,272,344	—	88,070	.....	2,035,015	250,000	217,907	.....	—	(Leased	to Phila.&	Reading.)	128,589	loss.	—	50	....
Dec. 31, 1869	109.8	—	10.9	—	15	19	11	287	Maine Central ¶.....Maine.	4,121,694	*	212,332	49,500	1,639,800	2,377,480	73,354	292,892	123.8	224,243	.....	.....	585,638	160,639	—	100	30
Mar. 31, 1869	22.4	—	2.9	—	...	...	...	....	Manchester and Lawrence..N. H. & Mass.	1,000,000	*	72,124	22,999	1,000,000	—	5,609	90,514	26.0	81,204	1,621,977	942,664	182,510	102,110	10	100	133½
Mar. 31, 1870	19.0	—	1.6	—	—	—	—	—	Manchester and North Weare..N. Hamp.	600,000	—	—	—	200,000	—	—	—	—	(Owned	& oper. by	Concord.)	.....	.....	—	100	....
Dec. 31, 1869	190.8	86.0	36.9	—	52	23	13	589	Marietta and Cincinnati.....Ohio.	20,226,979	*	546,245	1,460,595	14,620,866	6,324,395	1,287,819	—	276.8	1,408,000	.....	.....	1,391,346	147,681	—	50	....
Dec. 31, 1869	44.0	—	2.5	10.0	4	2	1	9	Maryland and Delaware ¶...Md. and Del.	.....	.....	.....	.....	.....	.....	.....	.....	44.0	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1870	272.0	19.0	24.7	—	43	35	11	535	Memphis and Charles.Tenn., Miss. & Ala.	7,501,286	1,245,848	530,814	1,016,329	5,312,725	4,110,937	565,544	139,864	291.0	954,510	.....	.....	1,549,090	468,661	—	100	38
Jun. 30, 1870	82.6	—	2.9	—	12	6	—	104	Memphis, Clarkesv. and Louisv. ¶..Tenn.	3,000,000	(Oper.	by L. &	Nashv.)	.....	1,582,000	99,842	—	82.6	299,091	.....	.....	408,525	464	—	100	....
Jun. 30, 1870	130.6	—	10.3	—	19	8	—	121	Memphis and Ohio ¶.....Tennessee.	3,500,000	(Oper.	by L. &	Nashv.)	1,074,289	2,582,000	590,810	—	130.6	457,876	3,638 132	.....	799,649	98,840	—	100	....
Dec. 31, 1869	15.0	9.0	....	285.0	—	—	—	—	Michigan Air-Line.....Mich., Ind & Ill.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	(Under co	nstruction.)	.....	.....	—	100	....
May 31, 1870	284.8	—	57.5	—	100	97	26	1,897	Michigan Central.....Mich., Ind. & Ill.	16,264,716	*	1,266,097	396,180	13,225,848	3,629,989	175,433	895,723	329.3	2,561,902	.....	.....	4,707,288	1,594,177	10	100	115½
Dec. 31, 1869	42.0	23.0	7.9	23.0	11	5	5	192	Midland of Canada.....Canada.	.....	.....	.....	.....	.....	.....	.....	.....	66.0	.....	.....	.....	.....	.....	—	100	....
Sept 30, 1869	13.0	—	0.5	—	—	—	—	—	Middletown, Union and Water Gap.N.Y.	349,361	—	.....	.....	109,100	215,800	50,966	—	—	(Oper.	by Erie.)	.....	44,008	14,434	—	100	....
Dec. 31, 1869	6.6	—	....	—	—	—	—	—	Millstone and New Brunswick.N. Jersey.	113,404	—	.....	.....	95,750	—	17,654	—	—	(Operat	ed by New	Jersey.)	14,531	4,850	6	100	....
Dec. 31, 1869	196.0	740.0	....	—	124	73	41	2,229	Milwaukee and St. Paul .....Wisconsin.	35,370,772	*	.....	.....	17,409,372	17,132,500	.....	.....	936.0	.....	.....	.....	7,250,668	3,020,786	14s	100	55½
Oct. 31, 1869	24.5	58.8	52.3	—	—	—	—	—	Mine Hill and Schuylkill Haven....Penn.	3,814,957	—	.....	.....	3,856,450	—	.....	.....	—	(Leased	to Phila.&	Reading.)	305,282	305,282	8	50	104½
Dec. 31, 1869	33.0	10.0	3.0	—	4	3	2	40	Mineral Point.....Wisconsin.	1,520,000	*	.....	.....	1,200,000	320,000	.....	.....	43.0	.....	.....	.....	124,638	.....	—	100	....
Aug. 31, 1869	236.0	—	13.0	—	40	18	9	24	Mississ. Cent. and Tenn. ¶..Miss. & Tenn.	6,796,319	778,381	.....	1,413,012	2,944,756	4,650,980	1,301,933	.....	236.0	.....	(Southern	R.R. Asso	ciation L	easeees.)	—	100	9
Sept. 30, 1869	99.2	—	4.9	—	10	9	5	94	Mississippi and Tennessee ¶.Miss. & Tenn.	2,011,197	185,833	1,364,215	229,444	825,407	2,145,000	347,649	572,632	99.2	204,266	.....	.....	385,975	152,223	—	100	....
May 31, 1869	83.5	—	4.5	144.5	6	4	2	64	*Mobile and Girard*.....Alabama.	1,294,430	150,766	284,206	85,468	1,232,728	531,500	50,643	—	83.5	.....	.....	.....	131,376	27,270	—	100	....
Dec. 31, 1869	472.0	14.5	....	—	69	32	10	799	*Mobile and Ohio*..Ala., Miss., Tenn. & Ky.	17,156,145	*	302,092	107,083	4,371,859	10,083,643	760,359	5,377,423	486.5	1,198,630	.....	.....	2,115,287	759,758	—	100	....
Apl. 30, 1870	40.0	—	1.5	40.0	4	4	1	34	Montgomery and Eufala.....Alabama.	1,031,964	120,685	93,776	67,337	464,950	502,000	328,521	18,291	40.0	41,848	625,721	.....	66,211	12,914	—	100	....
Sept 30, 1869	23.0	—	2.6	—	4	4	2	35	Montreal and Plattsburg.....New York.	1,000,000	*	.....	.....	1,000,000	—	.....	.....	23.0	24,178	617,707	856,855	79,971	6,857	—	100	....
Feb. 28, 1869	88.5	28.4	9.7	—	21	13	8	165	Montgomery and West Point ..Alabama.	2,444,767	350,667	283,650	33,477	1,644,224	1,183,900	289,427	—	116.2	(No	report rec	eived.)	.....	.....	—	100	32
Dec. 31, 1867	84.0	5.0	77.0	—	55	62	11	1,509	Morris and Essex .....New Jersey	9,759,062	*	.....	.....	7,880,100	11,779,000	.....	.....	—	(Leased	to Dela.,L	acka. and	West'n.)	.....	7	100	88½
Nov. 30, 1869	14.6	—	3.0	—	13	15	8	240	Nashua and Lowell....N. Hamp. & Mass.	624,300	113,406	.....	89,375	720,000	—	15,000	89,375	28.7	236,052	8,350,778	5,539,930	472,574	93,814	10	100	147½
Jun. 30, 1869	151.0	22.0	12.0	—	45	17	6	573	Nashville and Chattanooga ¶..Tennessee.	3,383,414	*	1,900,718	447,391	1,927,091	1,964,000	1,840,432	.....	173.0	.....	.....	.....	1,085,594	231,576	—	100	....
Sept. 30, 1869	120.0	12.5	8.6	—	23	4	3	164	Nashville and Decatur ¶...Tenn. and Ala.	3,817,610	442,858	918,271	523,613	1,499,559	3,215,301	565,304	443,188	132.5	324,580	.....	.....	479,317	207,933	—	100	....
Dec. 31, 1869	172.5	—	4.7	—	20	4	2	193	Nashville and Northwestern¶.Tenn. & Ky.	4,600, 55	*	.....	.....	1,157,736	3,464,050	.....	.....	—	(Operat	ed by Loui	sville & N	ashville.)	.....	—	100	....
Dec. 31, 1869	57.0	....	4.5	—	10	11	5	230	Naugatuck .....Connecticut.	1,984,900	*	71,547	161,764	1,838,900	146,000	32,303	201,008	57.0	197,782	.....	.....	589,929	190,405	9	100	117½
Nov. 30, 1869	20.1	1.6	1.4	—	6	12	7	91	New Bedford and Taunton.....Mass.	452,982	47,018	6,095	8,996	500,000	172,500	—	119,163	21.7	74,993	3,408,946	770,715	204,930	56,206	8	100	100
Jun. 31, 1869	89.0	40.0	7.2	—	9	8	8	62	New Brunswick and Canada ¶ ¶.N. Bruns.	2,500,000	[In han	ds of bon	dholder	s.]	972,000	.....	.....	119.0	.....	.....	.....	104,737	.....	—	100	....
Oct. 31, 1869	14.9	—	2.8	—	—	—	—	—	Newcastle and Beaver Valley.....Penn.	424,468	.....	.....	.....	605,000	136,300	2,000	.....	—	(Leased	& oper. by	P.Ft.W.&	Chicago.)	.....	11½	100	....
Oct. 31, 1869	6.0	—	....	—	—	—	—	—	Newcastle and Frenchtown....Delaware.	150,000	.....	.....	.....	150,000	—	.....	.....	—	(Owned	& oper. by	P.,W.&B.)	77,837	44,644	—	50	....
Nov. 30, 1869	83.8	16.2	6.0	—	14	15	5	195	New Haven and Northamp.Conn. & Mass.	3,399,577	*	.....	.....	1,500,000	1,000,000	259,431	.....	98.0	141,306	2,428,898	3,122,943	245,796	88,995	—	100	....
Dec. 31, 1869	33.9	....	33.9	—	37	70	15	231	New Jersey.....New Jersey.	8,312,165	*	.....	.....	6,250,000	850,000	.....	.....	—	(In	cluded in	United Co	mpanies)	.....	10	100	119
Dec. 31, 1869	73.8	8.5	7.1	—	...	...	...	....	New Jersey Southern.....New Jersey.	5,500,000	*	.....	.....	3,500,000	2,000,000	.....	.....	82.3	.....	.....	.....	286,021	51,871	—	100	....
Nov. 30, 1869	100.0	—	10.0	—	15	13	8	219	New London Northern..Conn. and Mass.	1,486.023	*	23,641	5,500	1,003,500	651,500	37,500	.....	100.0	321,738	5,741,442	6,008,886	419,620	80,210	4	100	....
Nov. 30, 1869	206.0	—	31.2	242.4	32	26	13	440	N. Orleans, Jack. and Gt. North.¶.L. & M.	6,483,906	1,551,830	.....	.....	4,742,353	3,909,000	.....	.....	206.0	.....	.....	.....	1,352,364	562,383	—	100	5½
Dec 31, 1869	80.2	2.0	14.0	—	13	16	5	226	*N. Orleans, Opelousas & Gt. Western* ¶.La.	2,050,000	—	.....	.....	[Owned	and oper	ated by	Charles	Morga	n of New	York C	ity.]	.....	.....	—	—	46
Sept. 30, 1869	297.8	296.0	470.0	—	292	297	94	6,274	New York Central .....New York.	37,603,697	*	.....	.....	51,831,300	11,398,426	.....	.....	692.2	5 907,030	206,185,089	474,419,753	15,586,616	6,531,131	8	100	....
Sept. 30, 1869	441.8	296.0	640.6	—	378	451	131	7,351	N. York Central and Hudson River. N.Y.	57,523,234	*	.....	.....	9,000,000	15,707,646	.....	.....	842.2	7,885,910	313,183,904	589,362,876	22,071,583	9,244,621	8	100	91
Sept. 30, 1869	5.0	—	....	34.8	..	...	...	....	N. Y., Housatonic & North.N.Y. & Conn.	248,304	*	.....	.....	197,800	—	53,952	.....	—	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1869	130 8	2.1	45.5	—	41	81	36	709	New York and Harlem.....New York.	13,002,500	*	.....	.....	7,000,000	5,085,930	.....	.....	156.9	745,703	27,953,142	17,178,695	2,776,890	959,745	8	100	130
Sept. 30, 1869	62.3	—	64.1	—	37	88	24	445	New York and New Haven.N.Y. & Conn.	6,775,825	900,000	449,772	114,677	6,000,000	1,001,500	300,246	883,528	76 8	838,173	69,247,430	6,736,230	2,160,561	837,115	10	100	150
Sept. 30, 1869	123.0	22.0	—	208.0	14	36	6	266	New York and Oswego Midland....N.Y.	3,710,584	300,279	.....	.....	3 401,324	591.000	.....	.....	—	(In cour	se of const	ruction)	.....	.....	—	100	....
Aug. 31, 1869	62.5	—	13.0	—	17	19	6	126	N. Y., Providence and Boston..C. & R. I.	2,568,000	*	631,422	.....	1,887,400	883,000	.....	.....	62.5	338,201	.....	.....	699,188	235,458	7	100	92
Sept. 30, 1869	98.5	—	3.7	—	—	—	—	—	Niagara Bridge and Canandaigua.N. York.	1,000,000	—	.....	.....	1,000,000	—	.....	.....	—	(Leased	to New Y	ork Centr	al.)	60,000	6	100	....
Sept. 30, 1869	81.0	—	4.4	—	9	7	2	153	Norfolk and Petersburg ¶.....Virginia.	2,479,355	*	622,891	.....	1,798,000	793,000	253,717	.....	81.0	138,330	1,335,359	6,842,337	304,527	121,170	—	100	80
May 31, 1869	223.0	—	8.9	—	24	20	14	267	North Carolina ¶.....North Carolina.	4,949,844	*	300,200	110,523	4,000,000	575,230	102,629	682,708	223.0	.....	.....	.....	658,117	257,006	—	100	....
Feb. 28, 1869	102.0	—	....	—	12	12	5	110	North-Eastern ¶ .....South Carolina.	2,148,131	*	26,175	23,701	1,053,950	845,000	276,937	23,120	102.0	.....	.....	.....	254,164	108,725	—	100	....

Dec. 31, 1869	72.0	—	3.0	118.0	—	—	—	—	North Louisiana and Texas	La.									72.0						—	100	
Feb. 28, 1870	233.3	147.8	11.9	—	63	35	14	776	North Missouri ¶	Missouri.	20,500,000	*			7,500,000	13000,00 0			351.0				2,084,486	432,124	—	—	21
Oct. 31, 1869	55.6	12.1	28.8	—	29	32	16	608	North Pennsylvania	Pennsylvania.	6,059,105	965,987	991,064		3,150,000	3,588,439	133,476		67.7	460,143			1,132,731	463,114	5s	50	92½
Dec. 31, 1869	95.0	2.6	20.3	—	21	17	15	499	Northern	Canada.	5,465,410	*	86,788	415,407		5,675,377	289,010	3,218	97.6	404,631	5,252,948		671,076	168,918	—	100	
Oct. 31, 1869	138.0	—	123.0	—	134	67	38	4,132	Northern Central ¶	Md. and Penn.	10,566,586	2,989,134			5,000,000	7,005,500	592,582		332.4	1,469,366			2,928 463	977,748	6	50	82
Mar. 31, 1870	69.1	13.4	16.2	—	25	16	6	485	Northern New Hampshire	New Hamp.	3,068,400	*	208,767		3,068,400	115,600			82.5	409,036	5,935,262	19,110,436	689,626	256,271	8	100	107½
Sept 30, 1869	21.3	—	4.5	—	6	19	6	32	Northern New Jersey	N. J. and N. Y.	527,452	*			1,100,000	400,000			35.3	146,773			325,369	65,764	8	100	
Nov. 30, 1869	59.4	7.0	12.0	—	21	22	—	542	Norwich and Worcester ¶	Conn. & Mass.	2,463,938	149,711	850,598	213,074	2,363,700	754,000	49,920	241,530	66.4	413,172	7,312,851	11,065,863	741,607	171,957	8	100	105
Jun. 30, 1869	113.0	32.0	14.0	—	19	21	5	232	Nova Scotia ¶	Nova Scotia.	6,435,167	*		(Owned	by Provi	ncial Gov	ernment.)		145.0				281,138				
Mar. 30, 1869	118.0	4.0	18.7	—	31	16	8	817	Ogdensburg and Lake Champlain	N. Y.	5,371,900	*	236,370	665,929	5,035,800	941,800	387,687	208,922	122.0	532,120		31,199,413	1,045,222	356,839	6	100	87½
Dec. 31, 1869	340.0	53 0	....	—	26	43	24	1,269	Ohio and Mississippi	Ohio, Ind. & Ill.	26,009,217	2,054,988	1,585,583	120,754	23,714,125	6,152,850	492,321		340.0	1,926,156	30,459,353	69,838,274	2,915,547	643,720	—	100	27½
Oct. 31, 1869	95.0	3.5	21.5	—	28	16	5	314	Oil Creek and Allegheny River	Penn.	6,830,158	830,232	45,000		4,259,450	3,170,000			98.5	406,010			2,014,427	978,925	10	50	93
Nov. 31, 1869	130.5	12.2	43.9	—	38	70	18	395	Old Colony and Newport	Massachusetts.	7,203,195	656,816	202.500	137,310	4,943,420	2,971,000	61,000	294,109	142.7	909,847	41,484,089	10,810,178	1,552,525	538,138	6	100	94½
Sept. 30, 1869	260.3	9.9	9.7	—	27	16	10	354	Orange, Alex. and Manassas Gap ¶	Va.	8,500,000	660,000	2,862,382	43,262	2,488,757	4,350,546	1,019,395	47,357	270.2	497,198	9,196,620	9,069,150	919,122	407,336	—	100	72
Dec. 31, 1869	5.0	4.0	1.3	—	...	...	...	....	Orange and Newark	New Jersey.	800,000	*			300,000	500,000			9.0				169,088	29,747	—	100	
Sept. 30, 1869	28.6	—	3.2	—					Oswego and Rome	New York.	925,999	*			300,000	610,000				(Leased	to R. W. &	Ogdensb.)	125,564	62,782	—	100	
Sept. 30, 1869	36.3	—	24.7	—	7	9	4	65	Oswego and Syracuse	New York.	1,445,986	*			490,400	591,000			36.3	112,232	3,414,428	2,955,451	280,555	60,907	8	100	
Feb. 28, 1869	283.0	—	35.9	—	98	52	20	1,039	*Pacific* ¶	Missouri.	11,789,378	3,264,918			3,406,034	7,793,742			336.0	1,764,760			3,213,058	894,345	—	100	
Sept. 30, 1870	47.6	—	....	—	15	23	—	131	Panama	New Granada.	9,500,000				7,000,000	3,734,136			47.6		nine m	onths.	1,105,219	340,861	—	100	76½
Dec. 31, 1869	14.5	—	14.5	—					Paterson and Hudson	New Jersey.	630,000				630,000					(Leased	to Erie.)			53,400	8	100	
Dec. 31, 1869	12.0	—	....	—					Paterson and Newark	New Jersey.	1,000,000				500,000	500,000				(Leased	to Erie)				—	100	
Dec. 31, 1869	15.1	—	—	—					Paterson and Ramapo	New Jersey.	350,000				284,500	85,000				(Leased	to Erie.)			26,500	6	100	
Dec. 31, 1869	22.0	—	—	—					Pemberton and Hightstown	N. Jersey.	538,692				342,150	160,000	36,542				(Leased t	o Camden	and Amb	oy.)	—	100	
Oct. 31, 1869	354.9	36.5	494.9	—	477	234	102	7,011	Pennsylvania	Pennsylvania.	32,392,867	*			33,493,112	23,862,092	2,054,452		643.0	9,574,632			17,250,812	4,757,785	10	50	122½
Oct. 31, 1869	47.0	15.9	53.0	—	23	4	—	2,050	Pennsylvania Coal	Pennsylvania.	2,000,000	*			3,200,000	592,500	383,000		47.0						10	50	225
Oct. 31, 1869	105.0	....	10.5	—					Pennsylvania and N. York	N.Y. & Penn.	2,449,079				1,061,700	3,000,000				(Complet	ed Sept. 1	3, 1869.)			—	100	
Dec. 31, 1869	46.0	—	....	—					Peoria and Bureau Valley	Illinois.	1,800,000				1,200,000	600,000				(Leased	to Chic. R.	I. and Pac	ific.)	125,000	8	100	
Dec. 30, 1869	83.0	—	6.4	....	10	8	4	83	Peoria, Pekin and Jacksonville	Illinois.	2,000,000	*			1,000,000	1,000,000			83.0		(Complet	ed July 1,	1869.)		—	100	
Dec. 31, 1869	12.0	—	....	78.0	...	...	...	....	Peoria and Rock Island	Illinois.	1,000,000	*			1,000,000				12.0		(In pr	ogress.)			—	100	
Dec. 31, 1869	61.0	21.3	6.2	—	11	8	3	92	Petersburg ¶	Virginia.	1,486,478	*			1,325,200	241,894			82.3	164,357			245,634	97,975	3	100	
Oct. 31, 1869	46.0	—	4.5	—	6	6	2	63	Philadelphia and Balt. Cent.	Penn. & Md.	1,345,812	70,164			218,000	800,000	291,686		46.0	124,224			196,672	9,272	—	50	
Oct. 31, 1869	287.6	2·0	86.6	—	108	38	15	1,909	Philadelphia and Erie ¶	Pennsylvania.	19,391,972	*			6,004,300	12,598,000	40,974		289.6	2,273,856			3,262,705	loss.	—	50	53½
Oct. 31, 1869	17.0	3.0	25.0	—	22	43	12	166	Phila., Germantown and Norristown	Pa.	1,139,079	315,793	448,888		1,595,750	55,900			24.3	376,303			697,620	287,492	10	50	200
Dec. 31, 1869	98.4	382.0	394.3	59.1	297	140	—	9,317	Philadelphia and Reading	Pennsylvania.	21,324,118	4,928,061			29,022,100	7,819,592			480.4	5,159,301	40,525,071	483,853,367	11,275,241	5,002,408	10	50	99⅝
Oct. 31, 1869	26.5	—	35.8	—					Philadelphia and Trenton	Pennsylvania.	1,436,338		339,675		1,259,100			80,555	26.5				1,077,559	274,081	10	100	115
Oct. 31, 1869	95.9	37.9	107.5	—	59	96	39	967	Philadelphia, Wilm. and Baltimore	Penn.	10,652,242	*	821,032	1,213,042	9,520,850	2,367,000	534,547	434,787	99.7	962,579			2,565,302	876,094	8	50	105½
Oct. 31, 1869	193.0	8.0	24.0	—	77	31	16	1,239	Pbg, Cin. & St. Louis	Pa. & W. Va. Ohio.	13,551,398	2,327,941	196,000		5,423,200	10,036,690	421,184		201.0	1,849,510			2,434,101	531,833	—	50	
Oct. 31, 1869	59.0	—	18.0	91.0	15	13	5	118	Pittsburg and Connellsville ¶	Penn.	3,595,257	*			1,795,253	1,891,000	294,917		72.0	425,341	4,912,503	16,286,331	659,919	207,354	—	50	
Oct. 31, 1869	468.3	—	139.2	—	210	121	54	3,131	Pittsburg, Ft. W. and Chic.	P., C., I. & I.	24,391,380	*			19,583,948	13,563,000	72,093		480.6	5,253,584			8,131,531	2,891,199	9½	100	92½
Nov. 30, 1869	18.7	—	1.4	—					Pittsfield and North Adams	Mass.	432,431	11,247			450,000									27,450	6	100	85½
Dec. 31, 1869	63.0	9.5	7.0	—	17	21	12	245	Portland and Kennebec	Maine.	3,000,000	*			784,700	1,182,988			109.5	354,754			632,763	217,872	6	100	
May 31, 1869	57.3	—	5.7	—	17	—	—	169	Portland, Saco and Portsmouth	Maine.	1,686,063	*			1,500,000				51.3	303,266			575,036	175,586	6	100	113½
Mar. 31, 1870	50.0	—	....	—					Portsmouth and Concord	N. Hampshire.	350,000				350,000					(Leased	to Concor	d.)		24,500	7	100	
Mar. 31, 1869	26.0	—	2.0	—	3	3	2	56	Portsmouth, Gt. Falls and Conway	N. H.	370,000	*			170,000	200,000		11,496	26.0				80,083	22,015	—	100	
Nov. 30, 1869	15.0	—	0.7	—	4	6	2	11	Providence, Warren and Bristol	R. I. & M.	679,604	*			437,917	57,000	18,500		15.0	37,960			112,572	21,542	—	100	
Nov. 30, 1869	43.4	1.0	12.0	—	21	24	5	812	Providence and Worcester	R. I. & Mass.	1,558,297	475,576		49,772	2,000,000		55,000	28,544	47.3	408,165	12,258,435	12,300,450	793,301	205,118	8	100	138½
Dec. 31, 1869	97.0	—	....	—	11	14	...	81	Raleigh and Gaston ¶	North Carolina.	1,500,000	*			1,500,000	80,000			97.0				208,000	141,000	3	100	
Oct. 31, 1869	40.0	8.0	4.1	—	8	7	1	37	Reading and Columbia	Pennsylvania.	1,925,564	220,583			506,848	1,000,000	952,859		54.0	155,070			207,799	55,879	—	50	
Sept. 30, 1869	71.0	110.0	27.0	—	34	56	17	720	Rensselaer and Saratoga	N. Y. & Vt.	5,514,901	*	768,476	140,285	3,000,000	1,569,750	1,781,893	461,647	181.0	637,821	16,458,686	30,164,875	1,594,002	504,247	7	100	92
Sept. 30, 1869	140.5	1.5	11.3	—	24	17	8	238	Richmond and Danville ¶	Virginia.	6,929,000	*	1,791,052	95,480	4,000,000	2,680,700	228,674	1,906,158	190.5	312,139	4,860,625	6,271,192	609,403	212,070	—	100	
Sept. 30, 1869	75.5	—	5.2	—	12	11	14	81	Richmond, Frederick and Potomac	Va.	2,298,349	*	40,818	142,720	1,414,136	482,678	25,186	559,887	75.5				332,025	132,491	—	100	
Sept. 30, 1869	22.1	2.8	3.6	—	7	10	3	159	Richmond and Petersburg ¶	Virginia.	933,895	*	48,089	225,743	847,100	320,296	40,331		46.4	90,998	1,258,994	1,422,279	160,946	37,344	—	100	
Sept. 30, 1869	38.3	—	....	—	...	...	...	....	Richmond and York River ¶	Virginia.	1,250,000	*			650,000	600,000					(Not in o	peration.)			—	100	
Sept. 30, 1869	22.0	—	....	31.0	...	...	...	....	Roanoke Valley	Va. & N. Carolina.	482,612	*			427,402				22.0		(No	returns.)			—	100	
Sept. 30, 1869	141.1	48.5	23.4	—	38	28	14	654	Rome, Watertown and Ogdensburg	N. Y.	4,389,292	*	793,161	304,338	3,000,000	2,000,000	9,821	476,970	218.2	585,168	14,604,381	18,054,197	1,274,134	501,998	10	100	130
Sept. 30, 1869	120.0	—	12.0	—	28	23	9	745	Rutland	Vermont.	4,381,741	*	791,487		4,381,400		331,828		158.0	679,669	8,347,127	16,336,225	874,855	187,329	—	100	28
Dec. 31, 1869	132.0	—	....	—	...	...	...	....	St. Joseph and Council Bluffs	Missouri.	4,689,500	*			2,100,000	2,589,500			132.0				753,000	376,000	—	100	72½
Dec. 31, 1869	175.0	34.0	....	—					St. Louis, Alton and Terre Haute	Illinois.	10,700,000	*			4,340,000	6,700,000				(Oper. by	Ind. & St.	Louis.)	611,800		—	100	25
Dec. 31, 1869	195.0	15.0	13.0	—	43	25	8	631	*St. Louis and Iron Mountain* ¶	Missouri.	10,943,902	*			10,000,000	4,000,000					abo	ut 900 000			—	100	47½
Dec. 31, 1869	150.0	—	....	—					St. Louis, Jacksonville and Chicago	Ill.						2,725,000				(Leased	to Chi. &	Alton.)		240,000	—	100	
Dec. 31, 1869	—	—	....	72.3					St. Louis and St Joseph	Mo.		(Unfi	nished.)		2,000,000	1,000,000					(No	returns.)			—	100	
May 31, 1870	158.9	—	....	—	17	10	4	315	St. Louis, Vandalia & Terre Haute	Ill.	6,000,000	*			1,500,000	4,500,000				(Leased	to Terre H	aute and I	ndianapo	lis.)	—	100	
Dec. 31, 1869	180.0	—	....	—	14	12	4	169	*St. Paul and Pacific* (1st Div.)	Minnesota.						2,020,000				257,004	2,776,680	3,570,874	373,448	138,411	—	100	
Dec. 31, 1869	100.0	—	5 0	200 0	10	6	4	178	St. Paul and Sioux City	Minn.	3,274,752	*	152,360	81,989	2,732,515	166,000	531,072	79,514		189,152			338,693	179,941	—	100	
Dec. 31, 1869	16.6	—	....	—	—	2	1	12	Salem	New Jersey.	278,328	*			180,550	100,000				(Leased	to West J	ersey.)		16,833	6	50	
Nov. 30, 1869	16.9	—	2.6	—					Salem and Lowell	Massachusetts.	386,425	82,542		1,590	243,305	226,900	535	91						17,500	1½	100	
Jun. 30, 1869	116.3	—	10.0	—	10	11	4	178	Sandusky, Mansfield and Newark	Ohio.	3,212,565	*			904,832	2,307,742			116.3	271,076			429,212	101,024	—	100	
Oct. 31, 1869	54.0	—	7.0	—	7	2	2	88	Schuylkill and Susquehanna	Penn.	1,300,702	*			1,269,150	97,000	106,120		54.0	155,070			172,494	27,393	—	50	
Oct. 31, 1869	11.0	12.8	8.5	—					Schuylkill Valley	Pennsylvania.	576,841				576,050					(Leased	to Phila. a	nd Readin	g.)		5	50	
Dec. 31, 1869	80.0	—	4.6	—	13	5	4	160	Seaboard and Roanoke	Va. & N. Carolina.						210,000			80.0						—	100	
Dec. 31, 1869	81.3	—	6.3	—	13	8	2	100	Selma and Meridian	Alabama.	2,163,564	*		549,007	999,050	796,830	891,180	25,521	119.3				282,215		—	100	
Dec. 31, 1869	235.0	—	....	—	25	10	6	290	*Selma, Rome and Dalton*	Ala. & Georgia.					2,481,062	6,079,100			200.0				460,000		—	100	
Oct. 31 1869	28.0	—	4.5	—					Shamokin Valley and Pottsville	Penn.	1,569,450				869,450	700,000				(Le	ased by N	orthern C	entral.)		6	50	
Dec. 31, 1869	45.5	—	2.0	—	4	4	2	41	Sheboygan and Fond du Lac	Wisconsin.	1,997,000	*			1,227,000	800,000			45.5				61,504	22,091	—	100	
Dec. 31, 1869	20.0	—	2.0	—					Shelby and Rush	Indiana.	187,663				100,000	37,800			20.0	(Oper. b	yJeff.Mad.	and Ind.)	32,448	7,408	—	100	
May 31, 1869	50.0	—	2.5	—	10	18	8	30	Shore Line	Connecticut.	732,900	*			677,900	55,000			50.0				310,182	47,424	6	100	
Dec. 31, 1869	101.8	6·5	3.7	—	12	4	3	134	*Sioux City and Pacific*	Neb. & Iowa.	5,014,000	*			1,788,000	3,256,320							294,476	90,000	—	100	
Dec. 31, 1869	37.0	—	1.6	—					Somerset and Kennebec	Maine.	800,000				230,000	500,000				(Leased	and oper. b	y Portlan	d &Ken.)	36,000	—	100	
Dec. 31, 1869	16.0	—	....	—					South Branch	New Jersey.	439,694				438,300					(Leased	& oper. by	Cen.of N.	Jersey.)	26,298	6	100	
Dec. 31, 1869	137.0	106.0	10.9	—	43	24	24	392	South Carolina ¶	South Carolina.	8,920,601	*	1,137,797	163,729	5,819,275	4,057,351	355,501			801,171			1,382,167	595,507	—	100	
Dec. 31, 1869	50.0	—	—	133.0	3	—	—	—	South and North Alabama	Ala.					1,500,000	1,000,000					(In	progres	s.)		—	100	
Nov. 30, 1869	11.5	—	1.9	—	3	12	2	8	South Shore	Massachusetts.	462,167	39,426		9,566	259,683	150,000	7,944	21,000	11.5	49,204	1,222,256	60,911	67,962	9,513	—	100	
Sept. 30, 1869	57.0	0.7	3.0	—	11	21	5	75	South Side (L. I.)	New York.	1,978,558	*			497,750	850,000			63.0	150,560	5,597,645	2,094,921	221,815	66,532	10	100	
Sept. 30, 1869	123.0	10.0	12.0	—	17	5	5	188	South Side (Petersb'g & Lynchb'g)	Va.	4,149,658	*	192,420	430,158	1,365,600	2,133,800	973,116	299,727	133.0	292,029	2,201,096	10,725,243	440,921	103,125	—	100	
Dec. 31, 1869	70.0	—	—	46.0	4	2	2	37	Southern Central	New York.	4,500,000	[cost to	completi	on.]	3,000,000	1,500,000									—	100	
Dec. 31, 1869	72.0	—	....	200.0	11	4	2	194	Southern Minnesota	Minnesota.															—	100	
Dec. 31, 1869	148.3	—	....	159.2	19	12	4	424	*South Pacific* ¶	Missouri.						25,000p m			100.0				348,218	203,473	—	100	
July 31, 1869	143.0	114.5	22.9	26.5	30	14	18	396	Southwestern	Georgia.	4,587,313	*		131,053	3,939,900	699,500	37,155	41,811	257.5	384,922			910,116	360,386	5	100	104

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Railroad. Branch Line.	Railroad. 2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Rolling Stock. Cars. Pass.	Rolling Stock. Cars. B. M. E.	Rolling Stock. Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Property and Assets. Rolling Stock.	Property and Assets. Assets.	Accounts and Cash.	Liabilities. Stocks.	Liabilities. Bonds.	Liabilities. Accounts.	Liabilities. Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Operations. Carried one mile. Passengers.	Operations. Carried one mile. Freight.	Earnings. Gross.	Earnings. Net.	Dividends.	Value of Shares. Par.	Value of Shares. Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c
Sept. 30, 1869	68.0	—	3.4	—	5	4		31	Spartanburg and Union ¶.South Carolina.	1,340,882	*	.....	.....	751,296	547,380	125,000	.....	68.0	.....	.....	.....	61,400	21,762	—	150	....
Dec. 31, 1869	65.0	13.0	2.9	67.5	7	6	6	150	Springfield, Mt. Vernon & Pittsb. . .Ohio.	1,850,000	*	.....	.....	1,500,000	1,500,000	.....	.....	78.0	.....	.....	.....	180,000	.....	—	100	....
Sept. 30, 1869	13.0	—	0.4	—	3	6	—	6	Staten Island .....New York.	359,579	*	.....	(Includin	gFerry.)	700,000	200,000	.....	13.0	52,797	2,919,240	.....	282,647	92,594	10	100	....
Sept. 30, 1869	7.6	—	1.0	—	2	1	—	134	Sterling Mountain.....New York.	502,468	*	.....	.....	800,000	350,000	.....	.....	7.6	10 077	27,900	470,211	42,962	20,677	7	100	....
Nov. 30, 1869	21.9	—	1.3	—	—	—	—	—	Stockbridge and Pittsfield.....Mass.	444,600	4,100	.....	.....	448,700	—	—	—	—	.....	.....	.....	.....	31,409	7	100	....
Nov. 30, 1869	13.2	—	0.9	—	—	—	—	—	Stony Brook.....Massachusetts.	267,384	—	.....	.....	267,300	—	—	697	—	.....	.....	.....	.....	21,176	6	100	98
Oct. 31, 1869	10.0	—	—	19.0	—	—	—	—	Sullivan and Erie.....Pennsylvania.	500,000	*	.....	.....	1,000,000	1,000,000	.....	.....	—	(In pro	gress to be	completed	Juue 187	0.)	—	50	....
Dec. 31, 1869	12.0	—	0.5	19.0	4	2	2	23	Sussex.....New Jersey.	459,944	*	.....	.....	258,139	200,000	.....	.....	12.0	40,000	.....	.....	79,887	18,001	3	100	....
Sept. 30, 1869	81.0	—	10·8	—	12	16	3	274	Syracuse, Binghamton and N. York. N.Y.	3,550,900	*	.....	.....	1,470,130	1,707,050	.....	.....	81.0	271,077	5,812,876	16,678,940	519,307	132,564	—	100	....
Sept. 30, 1868	—	—	—	50.0	—	—	—	—	Syracuse & Chenango Valley. New York.	.....	.....	(Will for	m a par	t of the	Rondout	and Os	wego Li	ne.)	.....	.....	.....	.....	.....	—	100	....
Nov. 30, 1869	11.1	0.6	1.2	—	4	8	5	100	Taunton Branch.....Massachusetts.	308 056	39,727	28,006	45,818	250.700	—	21,181	33,414	11.1	64,100	2,262,375	839,342	229,868	23,184	8	100	100
Jun. 30, 1869	—	—	—	177.0	—	—	—	—	Tennessee and Pacific ¶.....Tennessee.	.....	—	3,274,000	.....	654,000	2,620,000	.....	—	—	—	—	—	—	—	—	50	....
Nov. 30, 1869	73.0	11.0	2.6	—	31	19	10	731	Terre Haute and Indianapolis....Indiana.	2,215,996	*	1,157,178	186,284	1,988,150	348,000	163,913	1,049,365	84.0	503,198	.....	.....	1,279,043	671,445	12	100	....
Oct. 31, 1869	30.6	—	6.1	—	11	4	1	351	Tioga .....Pennsylvania.	843,402	330,543	.....	.....	580,900	246,000	.....	—	34.6	176,432	.....	.....	395,440	82,005	—	50	100
Dec. 31, 1869	228.0	—	11.4	—	44	13	8	584	Toledo, Peoria and Warsaw.....Illinois.	9,100,000	*	.....	.....	5,700,000	5,106,000	.....	.....	228.0	1,072,715	.....	.....	1,072,995	.....	—	100	....
Dec. 31, 1869	454.8	45.2	21.1	—	115	54	29	1,946	Toledo, Wabash and Western. O. I. & Ill.	23,390,000	*	1,078,807	329,941	8,500,000	15,729,000	28,792	540,956	522.0	.....	.....	.....	4,252,343	1,200,938	—	100	48½
Sept. 30, 1869	35.0	—	8·8	—	13	13	6	222	Troy and Boston.....New York.	2,296,733	*	.....	.....	607,111	1,677,000	.....	.....	55.0	179,592	4,939,322	4,950,807	529,680	236,987	—	100	....
Sept. 30, 1869	6.0	—	6.0	—	—	—	—	—	Troy and Greenbush.....New York.	294,908	—	.....	.....	274,400	—	—	—	—	(Leased	to Hudso	n River.)	.....	.....	7	100	48½
Nov. 30, 1869	30.0	—	1.4	15.0	—	—	—	—	Troy and Greenfield ¶.....Massachusetts.	.....	.....	.....	.....	.....	.....	.....	.....	—	(Leas	ed to Vt.	& Mass.	R. R.)	32,000	—	100	....
Oct. 31, 1869	37.5	8.0	10.0	—	—	—	—	—	Tyrone and Clearfield.....Pennsylvania.	914,069	.....	.....	.....	swamped	.....	.....	.....	—	(Leased	to Pennsy	lvania.)			—	50	....
Apr. 30, 1870	1,038	—	....	....	175	90	40	3,000	*Union Pacific*.....Nebraska, &c.	106,245,978	*	5,591,000	654,530	33,762,300	107,907,300	.....	.....	1,038.0	.....	.....	.....	8,407,553	4,203,926	—	100	12½
Dec. 31, 1869	100.0	—	15.0	250.0	6	5	2	118	*Union Pacific* (Central Branch) . .Kansas.	4,200,000	*	.....	.....	1,000,000	3,200,000	.....	.....	100.0	[no	returns.]	.....	.....	.....	—	100	....
Sept. 30, 1869	59.0	—	3.1	....	7	7	4	68	Utica and Black River.....New York.	1,816,000	*	.....	.....	1,660,000	150,000	.....	49,114	59.0	81,228	2,960,504	1,172,870	235,083	132,040	—	100	....
Sept. 30, 1869	56.0	—	6.0	26.0	6	8	2	60	Utica, Chenango and Susq. Valley. .N. Y.	1,580,222	*	.....	.....	1,582,650	—	—	—	—	54,450	2,244,178	734,753	165,494	76,892	6	100	....
May 31, 1869	47.0	25.5	12.0	—	—	—	—	—	Vermont and Canada .....Vermont.	2,500,000	—	.....	.....	2,500,000	—	—	—	—	(Leased	by Vermo	nt Centra	l.)		8	100	104½
May 31, 1869	117.0	2.0	21.0	—	70	47	14	1,305	Vermont Central.....Vermont.	10,500,000	*	.....	.....	5,000,000	5,500,000	.....	.....	185.5	1,305,789	15,650,086	54,177,218	1,949,430	543,331	—	var	....
Nov. 30, 1869	69.0	8.0	5.5	—	15	16	9	219	Vermont and Massachusetts .Mass. & Vt.	3,258,600	207,343	75,862	70,082	2,860,000	724,500	111,646	.....	107.0	266,607	5,603,057	3,889,481	567,568	loss.	—	100	70
May 31, 1869	23.7	—	....	—	4	—	—	—	Vermont Valley .....Vermont.	1,221,886	*	.....	.....	516,164	793,200	.....	.....	—	(Leased	to Rutlan	d.)			2	100	....
Feb. 28, 1869	140.0	—	7.8	—	17	8	5	132	*Vicksburg and Meridian* .....Mississippi.	3,200,000	*	.....	.....	357,408	3,200,000	98,417	.....	140.0	.....	.....	.....	483,537	162,479	—	100	....
Sept. 30, 1869	204.0	9.5	7.5	—	35	14	5	254	Virginia and Tennessee ¶ .....Virginia.	8,012,873	*	.....	.....	3,064,300	2,499,450	591,741	2,815,014	213.5	550,397	8,727,610	17,634,855	929,186	318,688	—	100	....
Dec. 31, 1869	18.3	—	3.8	—	—	—	—	—	Warren.....New Jersey.	2,059,050	*	.....	.....	1,547,650	511,400	.....	.....	18.3	(Leased	by Del. Le	c.& W'ln.)	454,758	154,618	7	100	87½
Sept. 30, 1869	10.3	....	....	—	....	....	....	....	Warwick Valley .....New York.	199,161	.....	.....	.....	225,000	85,000	.....	.....	10.3	[Operat	ed by Erie	.]	58,123	18,448	7	100	....
Dec. 31, 1868	7.0	—	....	—	....	....	....	....	Washington, Alex. & Georget. D. C. & Va.	.....	.....	(In ha	nds of r	eceiver.)	.....	.....	.....	7.0	.....	.....	.....	.....	.....	5	100	....
Dec 31, 1868	23.0	—	....	—	....	....	....	....	Washington County.....Maryland.	.....	.....	.....	.....	.....	.....	.....	.....	23 0	(Opened	Nov. 20, 1	867.)	.....	.....	—	100	....
Oct. 31, 1869	26.5	—	5.0	—	9	16	4	50	West Chester and Philadelphia.....Penn.	1,423,917	194,442	.....	.....	684,046	957 600	97,500	.....	35.5	201,230	.....	.....	336,571	63,761	—	50	....
Sept. 30, 1868	—	—	....	93.0	....	....	....	....	West Shore Hudson River...New York.	619,446	.....	525,578	.....	526,700	612,300	6,024	.....	—	[In	progress.]	.....	.....	.....	—	100	....
Sept. 30, 1868	138.0	—	9.5	—	52	15	10	575	Western and Atlantic...Georgia & Tenn.	5,000,000	.....	(Built by	State of	Georgia.)	.....	.....	.....	138.0	.....	.....	.....	943,607	266,320	—	—	....
Dec. 31, 1868	43.0	—	....	—	4	2	—	63	Western (Coal) ¶ .....North Carolina.	1,025,016	*	.....	.....	1,942,000	—	—	.....	43.0	.....	.....	.....	42,834	6,820	—	100	....
Dec. 31, 1869	46.0	—	3.7	22.0	6	5	4	58	Western Maryland ¶.....Maryland.	2,550,000	*	.....	.....	750,000	1,800,000	.....	.....	46.0	.....	.....	.....	138,802	44,719	—	100	10
Dec. 31, 1869	142.0	8.0	5.6	131.0	5	8	4	26	Western North Carolina..North Carolina.	.....	*	.....	.....	6,500,000	.....	36,000	.....	.....	.....	.....	.....	.....	.....	—	100	....
Oct. 31, 1869	36.1	27.6	13.3	21.0	—	—	—	—	Western Pennsylvania.....Pennsylvania.	3,179,441	—	78,814	.....	1,022,450	1,800,000	304,413	—	—	(Leased	to Pennsy	lvania.)			—	50	81
Dec. 31, 1869	182.0	—	13.0	—	27	16	12	401	Western Union...Wisconsin and Illinois.	.....	[No	w formin	g a divis	ion of th	e Milwau	kee and	St. Paul	—	No retu	rns for ye	ar.]			—	100	....
Dec. 31, 1869	101.0	—	8.0	—	17	38	6	257	West Jersey.....New Jersey.	2,007,467	*	1,214,842	77,150	1,209,000	1,716 500	244,176	129,783	126.1	288,365	.....	.....	652,184	256,308	10	50	125
Aug. 31, 1869	94.0	—	....	86.0	....	....	....	....	West Wisconsin .....West Wisconsin.	3,500,000	*	.....	.....	1,500,000	2,000,000	.....	.....	—	(Operat	ed during	construct'	n by M.&	St.Pa'l.)	—	100	....
Dec. 31, 1869	20.0	—	—	51.0	—	—	—	—	Whitehall and Plattsburg ¶...New York.	.....	.....	(No	return.)	.....	.....	.....	.....	20.0	13,430	90,746	159,099	14,663	7,147	—	100	....
Dec. 31, 1869	20.8	—	....	28.0	—	—	—	—	White Mountains.....New Hampshire.	200,000	—	.....	.....	200,000	—	—	—	—	(Leased	to Boston,	Con.and M	ontreal.)	12,000	6	100	....
Dec. 31, 1869	23.0	—	2.0	—	2	5	1	19	Wicomico and Pokomoke .....Maryland.	375,000	*	.....	.....	160,000	200,000	10,000	.....	23.0	(no	returns.)	.....	.....	.....	—	100	....
Aug. 31, 1869	148.0	—	3.6	124.0	8	4	2	106	Wilmington, Charlotte & Rutherford. N.C.	3,600,000	*	.....	.....	1,200,000	2,000,000	400,000	.....	148.0	.....	.....	.....	189,261	82,375	—	100	....
Mar. 31, 1870	171.0	—	15.0	—	17	11	8	111	Wilm. Colum. and Augusta. N. C. & S. C.	[W. & M.	RR. sold	Jan. 5, '70	$525,000.	5,000,000	.....	.....	.....	—	[no	returns.]	.....	.....	.....	—	100	....
Oct. 31, 1869	19.3	—	2.6	44.4	3	—	—	6	Wilmington and Reading.....Del. & Pa.	1,052,818	35,915	8,286	.....	734,812	789,300	.....	.....	19.3	1,857	(Leased t	o Norther	n Centra	l.)	—	100	....
Sept. 30, 1869	162.0	19.0	9.5	—	18	16	14	262	Wilmington and Weldon ¶...N. Carolina.	3,076,968	*	11,662	184,126	1,463,775	1,484,665	272,624	.....	181.0	.....	.....	.....	550,935	80,873	—	100	....
Dec. 31, 1869	15.4	—	....	—	—	—	—	—	Wilton.....New Hampshire.	233,000	—	.....	.....	213,000	.....	.....	.....	—	(Recen'l	y opened.)	1,254	.....	14,000	7	100	....
Dec. 31, 1868	38.1	—	....	—	....	....	....	....	Winchester and Alabama ¶...Tennessee.	950,000	*	.....	.....	.....	1,160,782	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Nov. 30, 1869	45.7	—	11.8	—	13	11	5	261	Worcester and Nashua ...N. Hampshire.	1,488,277	169,623	15,250	156,600	1,270,400	.....	81,132	678,218	45.7	303,434	5,287,044	7,835,998	538,021	150,961	9	100	131½
Oct. 31, 1869	13.0	—	1.0	—	—	—	—	—	Wrightsville. York and Gettysburg. Penn.	393,535	—	.....	.....	317,050	.....	76,845	.....	—	(Le	ased to N	orthern C	entral.)		—	100	....
									CANALS, &c.																	
May 31, 1869	13.6	—	—	—	—	—	—	—	Chesapeake & Delaware Canal. Del. & Md.	3,308,019	—	641,532	112,080	1,983,563	2,089,400	—	—	13.6	—	—	—	493,210	342,827	6	50	80
Sept. 30, 1869	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	—	—	—	8,229,594	—	—	—	184.5	—	—	—	.....	.....	—	25	....
Oct. 31, 1869	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,433,350	—	—	—	1,633,350	800,000	.....	.....	60.0	(Leased	to Lehigh	Nav. Co.)	231,194	105,751	8	50	90
Oct. 31, 1869	108.0	—	—	—	—	—	—	—	Delaware & Hudson Canal. Penn. & N.Y.	6,899,068	—	—	.....	15,000,000	3,169,476	.....	.....	108.0	—	—	—	110,610	.....	10	100	119
Dec. 31, 1869	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal. New Jersey.	4,647,683	—	—	.....	4,999,600	(See Ca	m. & A	mb.R.R.)	161.0	—	—	—	1,035,360	732,352	10	100	....
Oct. 31, 1869	136.0	25.0	—	—	—	—	—	—	Erie Canal .....Pennsylvania.	1'562,005	—	—	.....	64,000	899,750	662,246	.....	161.0	—	—	—	104,961	3,849	—	50	....
Oct. 31, 1869	48 0	—	—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	4,455,000	—	—	.....	8,739,800	14,375,891	.....	.....	48.0	—	—	—	405,174	213,374	—	50	67
Feb. 9, 1869	102.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	3,373,611	—	—	94,149	2,200,000	1,130,447	74,087	63,226	102.0	(5 p. c. o	n prefere	d stock.)	431,246	184,848	—	100	33
Oct. 31, 1869	237.0	5.0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	6,261,000	—	—	.....	4,300,000	1,961,000	.....	.....	354.0	—	—	—	735,303	258,436	—	50	46
Oct. 31, 1869	108.2	1.0	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	10,587,126	2,279,185	238,996	.....	4,797,185	7,165,256	588,689	.....	109.2	—	—	—	1,159,085	598,519	—	50	15½
Oct. 31, 1869	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal. Penn. & Md.	4,741,293	—	—	.....	2,002,746	2,632,310	195,232	.....	45.0	—	—	—	167,435	81,714	—	50	12
Oct. 31, 1869	77.6	10.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850	—	—	.....	2,907,850	3,000,000	20,000	.....	87.6	—	—	—	43,587	loss.	—	50	1½
Oct. 31, 1869	123.0	—	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	1,894,000	—	—	.....	1,100,000	708,000	86,000	.....	—	(Leased	to Pennsy	lvania.)	.....	.....	—	50	18
Oct. 31 1868	64 0	—	—	—	—	—	—	—	Wyoming Valley Canal....Pennsylvania.	2,000,000	—	—	.....	800,000	600,000	.....	.....	—	—	—	—	124,895	39,961	8	50	50

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

HORSE PASSENGER RAILROAD SHARE LIST

Years ending.	Length equiv. single track	Horses and Dummies.	Cars.	Companies.	Cost of Road and Equipment.	Share Capital.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid Capital.	Value of Shares. Par.	Value of Shares. Paid.	Value of Shares. Market.
	m.	No.	No		$	$	$	$	$	$	p. c.	$	$	$
Sept. 30,'69	7.25	94	14	Albany .....N.Y.	150,309	99,800	40,000	5,000	78,317	21,467	—	100	100	....
Nov. 30,'69	1.05	—	—	Albany st. Freight (B'ton).Mass.	49,749	150,000	—	4,377	3,404	Loss.	—	100	100	....
Oct. 31,'69	3.41	11	4	Allentown .....Pa.	27,739	30,314	—	11,900	9,089	2,372	—	100	100	....
Dec. 31,'68	31.00	479	73	Baltimore City.....Md.	.....	.....	.....	.....	480,046	.....	6	100	100	20½
Sept. 30,'69	22.00	400	50	Bleeck. st. & F.F. (N.Y.C.)N.Y.	1,762,725	900,000	694,000	23,300	334,093	83,267	—	100	100	....
Nov. 30,'69	2.56	—	—	Boston and Chelsea.....Mass.	110,000	110,000	—	—	—	8,800	6¾	100	100	38½
Nov. 30,'69	3.06	—	—	Boston & West Roxbury.Mass.	41,000	41,000	—	—	—	.....	—	100	100	....
Sept. 30,'69	10.76	185	46	Broadway (Brooklyn).....N.Y.	302,050	200,000	100,000	11,206	126,662	29,881	8.0	100	100	....
Sept. 30,'69	16.00	775	103	B'dway & 7th Av.(N.Y.C.)N.Y.	522,895	2,100,000	1,500,000	100,000	713,423	232,733	4.0	100	100	....
Sept. 30,'69	7.00	—	28	Brooklyn, Bath & Coney I.N.Y.	179,789	100,000	80,000	—	30,153	Loss.	—	100	100	....
Sept. 30,'69	72.00	1321	271	Brooklyn City.....N.Y.	1,957,420	1,500,000	300,000	85,000	1,282,132	327,466	12.0	100	100	....
Sept. 30,'69	11.00	178	37	Brooklyn City & Newtown.N.Y.	600,000	596,000	4,000	34,438	134,615	21,999	—	100	100	....
Sept. 30,'69	19.25	22	8	B'klyn Prosp. P. & Flatb..N.Y.	537,944	261,400	278,000	—	72,720	5,718	—	100	100	....
Sept. 30,'69	4.50	....	...	B'klyn Flatbh & Coney Isl.N.Y.	—	10,000	100,000	(Not	in opera	tion.)	—	100	100	....
Sept. 30,'69	15.21	180	51	Buffalo street.....N.Y.	327,661	56,300	316,500	6,457	160,428	18,957	—	100	100	....
Sept. 30,'69	11.50	87	13	Bushwick (Brooklyn) .....N.Y.	307,348	292,000	2,000	20,056	76,650	Loss.	—	100	100	....
Nov. 30,'69	28.52	—	—	Cambridge (Boston) .....Mass.	734,670	727,800	150,000	94	—	77,500	9.0	100	100	101
Sept. 30,'69	1.76	20	4	Central City (Syracuse).....N.Y.	29,714	21,130	6,000	—	18,254	3,229	7.0	100	100	....
Sept. 30,'69	36.00	731	128	Cen. P., N.& E.R. (N.Y.C.)N.Y.	1,627,021	1,068,400	626,000	76,052	588,724	13,997	—	100	100	....
Oct. 31,'69	8.43	200	32	Citizens'(10th&11th sts.)(Ph.)Pa.	179,635	192,750	—	—	240,293	81,318	36½	50	19½	....
Oct. 31,'69	9.06	139	26	Citizens' (Pittsburg) .....Pa.	234,427	184,000	50,000	7,700	145,568	38,078	19½	50	44	....
Sept. 30,'69	14.83	212	16	Coney Island (Brooklyn) ..N.Y.	647,364	500,000	214,000	29,131	144,047	13,067	—	100	100	....
Sept. 30,'69	22.79	808	107	Dry Dock,E.B.&B.(N.Y.C)N.Y.	859,180	1,200,000	700,000	—	758,600	180,104	—	100	100	....
Sept. 30,'69	3.50	—	4	Dunkirk and Fredonia ....N.Y.	42,643	34,825	—	1,337	8,480	4,162	3.	100	100	....
Oct. 31,'69	1.64	12	3	Easton and S. Easton .....Pa.	25,230	29,562	—	—	8,565	1,237	2½	25	20	....
Sept. 30,'69	19.00	851	157	Eighth Avenue (N.Y.City)N.Y.	1,527,023	1,000,000	203,000	—	835,447	200,354	12.0	100	100	....
Oct. 31,'69	2.26	18	4	Erie City .....Conn.	32,915	18,550	17,272	—	12,444	2,749	—	50	9½	....
Sept. 30,'69	2.70	10	4	Fifth Ward (Syracuse).....N.Y.	43,301	29,285	10,000	—	10,403	456	—	100	100	....
Sept. 30,'69	9.63	....	50	42d st. & Gr'd st. F.(N.Y.C.)N.Y.	1,052,479	748,000	260,000	—	376,903	112,240	10.0	100	100	....
Oct. 31,'69	16.36	273	45	Frankford & Southwark(Ph.)Pa.	762,441	491,750	198,000	—	308,138	61,719	6¾	50	49½	40
Sept. 30,'69	3.25	22	5	Genesee & Water st. (Syr.).N.Y.	59,053	42,500	12,700	2,000	12,598	545	—	100	100	....
Oct. 31,'69	34.25	360	59	Germantown (Phila.).....Pa.	562,270	307,545	350,000	—	348,021	123,493	19½	50	15	31
Oct. 31,'69	5.40	135	25	Girard College (Phila.).....Pa.	173,657	170,000	—	—	136,885	35,507	10.	50	17	45
Sept. 30,'69	8.0	....	...	Grand st. F. & Middle Vil..N.Y.	75,000	125,000	190,000	—	37,890	10,205	—	100	100	....
Sept. 30,'69	5.50	90	15	Gr'd st. & Newtown (Bk'n)N.Y.	200,000	170,000	30,000	—	82,066	7,093	—	100	100	....
Oct. 31,'69	5.09	198	39	Green and Coates st. (Phila.).Pa.	239,746	150,000	100,000	—	176,078	39,959	7.0	50	15	45
Sept. 30,'69	10.00	107	22	Harlm.Br.,Morr. & F'dham.N.Y.	255,225	114,010	130,000	3,000	72,802	4,770	—	100	100	....
Oct. 31,'69	2.14	11	5	Harrisburg City.....Pa.	60,111	41,995	9,950	1,955	7,280	222	—	25	24	....
Dec. 31,'68	9.00	19	6	Hartford & Wethersfield .Conn.	180,000	180,000	—	—	—	—	—	100	100	....
Oct. 31,'69	14.10	339	56	Hest., Mant. & F'mount (Ph.)Pa.	470,619	306,390	164,400	1,500	283,927	63,060	2½	50	7	16½
Dec. 31,'68	—	—	—	Hoboken and Weehawken .N.J.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Sept 30,'68	2.50	....	...	Hudson Av. (Brooklyn)....N.Y.	161,535	106,700	74,000	9,272	—	—	—	100	100	....
Dec. 31,'68	10.47	....	...	Jersey City & Bergen Point.N.J.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Sept 30,'69	3.56	27	9	Kingston and Rondout.....N.Y.	77,494	75,000	—	—	22,390	2,405	—	100	100	....
Oct. 31,'69	5.20	113	17	Lombard and South st. (Ph.).Pa.	118,892	90,000	62,500	11,462	78,378	6,258	—	25	9	....
Nov. 30,'69	4.04	49	9	Lowell Horse.....Mass.	70,000	55,830	—	—	31,469	6,385	2.0	100	100	36
Nov. 30,'69	12.61	225	33	Lynn and Boston .....Mass.	274,331	200,000	50,000	41,952	166,752	14,010	—	100	100	20
Nov. 30,'69	3.75	—	—	Malden and Melrose (Btn). Mass.	60,264	49,224	—	—	oper. M'	dlesex.	—	100	100	....
Nov. 30,'69	1.00	—	—	Marginal Freight (Boston).Mass.	190,646	119,000	—	33,636	13,679	—	—	100	100	30½
Nov. 30,'69	3.34	—	—	Medford & Charlest. (Btn).Mass.	36,600	21,000	4,500	—	oper. M'	dlesex.	—	100	100	....
Nov. 30,'69	5.11	39	6	Merrimac Valley.....Mass.	42,468	50,000	—	6,201	28,732	Loss.	—	100	100	30
Sept. 30,'68	6.00	58	13	Metropolitan (Brooklyn)...N.Y.	361,500	194,000	191,900	7,000	34,108	6,299	—	100	100	....
Nov. 30,'69	44.18	914	170	Metropolitan (Boston) ....Mass.	1,594,492	1,250,000	—	233,457	821,332	134,567	10.0	100	100	73
Nov. 30,'69	7.12	244	49	Middlesex (Boston).....Mass.	529,202	400,000	90,038	43,331	229,090	28,123	3.0	100	100	62½
Sept. 30,'69	12.20	172	53	Ninth Avenue (N. Y. City)N.Y.	474,198	797,320	167,000	—	110,179	3,330	—	100	100	....
Nov. 30,'69	3.31	16	6	Northampton & Wmburg. Mass.	300,000	300,000	—	2,608	9,757	Loss.	—	100	100	....
Nov. 30,'69	2.11	7	2	North Woburn (Boston)..Mass.	27,892	20,000	8,000	4,090	6,772	1,313	—	100	100	....
Oct. 31,'69	7.25	81	14	Oakland & E. Liberty (Pbg.).Pa.	118,892	59,500	17,000	50,163	47,781	8,462	—	50	50	....
Dec. 31,'69	17.29	107	28	Orange and Newark .....N.J.	800,000	300,000	500,000	—	169,088	29,747	—	100	100	....
Dec. 31,'68	3.81	....	...	Passenger (Cin.) .....O.	100,000	100,000	—	—	—	—	—	100	100	....
Oct. 31,'69	9.64	32	9	Peoples' street (Scranton) ...Pa.	126,001	125,230	—	—	27,721	8,213	5.	100	100	....
Oct. 31,'69	7.07	292	46	Philadelphia City (C. & W.).Pa.	446,265	225,000	200,000	21,265	255,816	80,754	20.	50	15	45½
Oct. 31,'69	5.65	124	23	Philadelphia and Darby.....Pa.	258,419	200,000	57,000	—	40,434	13,645	—	20	20	12
Oct. 31,'69	12.88	47	13	Philadelphia & Gray's Ferry.Pa.	295,001	285,307	5,500	—	86,642	26,385	8.	50	25	25
Oct. 31,'69	8.25	153	28	Pbg., Allegheny & Manchest.Pa.	144,119	140,000	23,000	2,433	134,686	40,053	5¾	50	35	....
Oct. 31,'69	5.20	80	15	Pittsburg and Birmingham..Pa.	114,661	88,000	16,600	44,931	81,702	9,069	6¾	50	44	....
Dec. 31,'68	6.88	92	16	Portland .....Me.	160,300	160,300	—	600	45,007	12,809	7.	100	100	....
Oct. 31,'69	8.00	51	12	Ridge Av. & Manayunk(Ph.)Pa.	179,635	120,500	63,300	—	41,495	9,677	—	50	25	7½
Sept. 30,'69	10.00	72	20	Rochester and Brighton ...N.Y.	84,854	60,000	15,000	7,208	34,015	Loss.	—	100	100	12
Sept. 30,'69	3.00	58	13	Sackett, Hoyt & Bergen st..N.Y.	361,500	194,000	191,900	7,000	18,385	Loss.	—	100	100	....
Nov. 30,'69	9.58	50	11	Salem and Danvers.....Mass.	192,300	150,000	35,600	15,354	41,144	3,997	—	100	100	....
Oct. 31,'69	3.48	—	—	Schuylkill River (Phila.) ....Pa.	47,463	50,000	—	—	—	.....	—	50	5	....
Sept. 30,'69	16.00	634	96	Second Avenue (N.Y. City)N.Y.	1,914,447	881,700	1,015,000	—	527,472	108,834	—	100	100	....
Oct. 31,'69	34.00	500	72	2d and 3d street (Phila.).....Pa.	640,529	573,387	109,300	10,000	401,156	69,532	10	50	30	55½
Oct. 31,'69	5.62	127	19	17th and 19th street (Phila.)..Pa.	119,668	160,000	—	7,408	105,467	29,407	—	50	16	21
Sept. 30,'69	8.38	649	78	Sixth Avenue (N.Y. City).N.Y.	1,510,233	750,000	250,000	73,000	713,499	104,691	10.	100	100	125
Nov. 30,'69	3.85	—	—	Somerville (Boston).....Mass.	75,000	75,000	—	—	—	4,500	6.	100	100	....
Nov. 30,'69	6.89	265	40	South Boston .....Mass.	411,559	400,000	—	14,149	232,076	41,484	8	100	100	62½
Nov. 30,'69	2.50	13	5	Stoneham street (Boston)..Mass.	40,044	33,000	—	1,650	12,462	504	—	100	100	....
Nov. 30,'69	6.74	—	—	Sub-Urban (Boston) .....Mass.	95,000	5,000	—	—	oper. by	Mal. &	Mel.	100	100	....
Sept. 30,'69	2.07	20	6	Syracuse and Geddes.....N.Y.	26,308	25,000	25,000	—	14,263	5,362	7.	100	100	....
Sept. 30,'69	4.38	10	3	Syracuse and Onondaga ...N.Y.	31,000	31,000	—	—	8,798	2,522	8.	100	100	....
Oct. 31,'69	8.33	200	23	10th & 11th sts. Citizen's Ph.)Pa.	179,625	192,750	—	—	240,293	81,318	36½	50	20	68½
Sept. 30,'69	18.00	1422	187	Third Avenue (N. Y. City).N.Y.	2,770,000	1,170,000	1,500,000	100,000	1,405,529	249,225	12.	100	100	197½
Oct. 31,'69	6.43	166	23	13th and 15th streets (Phila.).Pa.	997,700	997,700	.....	.....	170,504	64,350	2	50	50	22½
Sept. 30,'69	6.50	32	5	Troy and Albia.....N.Y.	72,729	44,700	20,000	12,865	15,436	2,245	—	100	100	....
Sept. 30,'69	12.30	49	21	Troy and Lansingburg.....N.Y.	364,662	250,000	100,000	85,045	161,228	6,103	—	100	100	....
Sept. 30,'69	4.50	—	—	Troy and Cohoes.....N.Y.	70,000	70,000	—	oper. 5	yTroy&	Lansb.	—	100	100	....
Oct. 31,'69	26.25	548	50	Union (Phila.).....Pa.	787,341	400,000	300,000	—	463,368	112,426	20	50	20	43
Nov. 30,'69	—	449	74	Union (Boston) .....Mass.	318,429	200,000	105,200	51,858	427,047	9,354	—	100	100	100
Sept. 30,'69	15.50	85	20	Utica, Clinton & Bingham.N.Y.	308,202	121,400	200,000	1,200	86,291	17,566	—	100	100	....
Sept. 30,'69	2.50	20	6	Van Brunt st (Brooklyn)..N.Y.	87,000	75,000	15,000	—	20,051	3,483	3½	100	100	....
Nov. 30,'69	2.71	8	2	Waltham and Newtown..Mass.	28,502	14,750	—	16,650	8,145	Loss.	—	100	100	....
Sept. 30,'69	15.50	162	29	Watervliet (Albany) .....N.Y.	312,454	240,000	131,000	—	108,739	28 824	11	100	100	....
Dec 31,'68	5.80	—	—	West Hoboken .....N.J.	100,000	40,000	60,000	—	—	—	—	100	100	....
Oct .31,'69	13.50	382	65	West Philadelphia.....Pa.	549,906	400,000	100,000	—	393,732	93,936	10	50	50	65
Oct 31,'69	4.39	14	6	Wilkesbarre and Kingston...Pa.	94,633	50,000	—	12,000	19,120	6,702	10	50	50	....
Oct. 31,'69	2.40	13	4	Williamsport .....Pa.	32,692	15,600	5,000	15,966	—	—	—	25	25	....
Nov. 30,'69	2.76	—	—	Winnisimmet (Boston)....Mass.	62,152	54,750	—	626	3,600	2,812	4	100	100	....
Nov.30,'69	4.00	44	—	Worcester .....Mass.	89,573	75 800	72,000	26,009	not now	oper'g	—	100	100	....

PASSENGER RAILROAD BONDS.

Companies.	Amount outstanding.	Inter. st Rate.	Inter. st Payable.	Principal Payable.	Market Price
	$	pc			
Albany:					
1st Mortgage.....	40,000	7	J.& J.	18—	....
Bleecker St. & Fulton Ferry:					
1st Mortgage.....	694,000	7	J.& J.	1872	....
Broadway (Brooklyn):					
1st Mortgage.....	100,000	7	J.& J.	1881	....
Broadway and 7th Avenue:					
1st Mortgage.....1,	500,000	7	J.&D.	1884	....
Brooklyn, Bath & Coney I.:					
1st Mortgage.....	80,000	7	J.& J.	18—	....
Brooklyn City:					
1st Mortgage.....	300,000	7	J.& J.	1882	...
Brooklyn City & Newtown:					
1st Mortgage.....	200,000	7	J.& J.	1875	....
Brooklyn, Prosp. P.&Flatb.:					
1st Mortgage.....	278,000	7	M&N	1878	....
Brooklyn & Rockaway B'ch:					
1st Mortgage.....	45,000	7	J.& J.	18—	....
Buffalo street:					
1st Mortgage.....	316,500	7	J.&D.	1881	....
Cambridge (Boston):					
1st Mortgage sinking fund	150,000	6	J.& J.	1883	92½
Central Park, N. & E.River:					
1st Mortgage.....	626,000	7	J.& J.	1874	....
Citizens' (Pittsburg):					
1st Mortgage.....	56,300	7	J.& J.	1870	....
Coney Island and Brooklyn:					
1st Mortgage.....	214,000	7	J.& J.	1873	....
D. Dock, E Bdw. & Battery:					
1st Mortgage.....	700,000	7	J.& J.	18--	....
Eighth Avenue (N. Y.):					
1st Mortgage.....	203,000	7	J.& J.	18—	....
42d st.& G'd st. Ferry(N.Y.):					
1st Mortgage.....	160,000	7	J.& J.	1878	....
Real Estate.....	100,000	7	var.	var.	....
Frankford and Southwark:					
1st Mortgage.....	198,000	7	J & J.	1877	....
Germantown:					
1st Mortgage.....	250,000	7	J.& J.	1879	....
Green and Coates (Phila.):					
1st Mortgage.....	100,000	7	J.& J.	1878	85½
Grand st. and Newtown:					
1st Mortgage.....	30,000	7	J.& J.	18—	....
Harl. Br.,Morris'a & Fordh.:					
1st Mortgage.....	130,000	7	J.& J.	1877	....
Hestonv., Mantua & Fairm.:					
1st Mortgage.....	25,900	7	J.& J.	1874	....
Hudson Av. (Brooklyn):					
1st Mortgage.....	74,000	7	M&N	1878	....
Lombard and South st.(Ph.):					
1st Mortgage.....	62,500	7	J.& J.	1883	75
Lynn and Boston:					
1st Mortgage sinking fund	50,000	7	J.& J.	1886	74¾
Malden and Melrose:					
1st Mortgage, guaranteed.	52,600	6	A.&O	1880	....
Metropolitan (Brooklyn):					
1st Mortgage.....	191,900	7	J.& J.	1878	....
Middlesex (Boston					
1st Mortgage sinking fund	90,038	6	J.&D.	1884	81
Ninth Avenue (N. Y.):					
1st Mortgage.....	167,000	7	J.& J.	1876	....
Orange and Newark:					
1st Mort. Broad street....	100,000	6	J.& J.	1880	....
1st Mort. O. & N. R. R...	100,000	6	J.& J.	1881	....
2d Mort. O. & N. R. R...	300,000	6	J.& J.	1883	...
Philadelphia City:					
1st Mortgage.....	200,000	6	J.& J.	1881	85
Philadelphia and Darby:					
1st Mortgage.....	57,000	7	J.& J.	1887	....
Pittsb., Allegh'y & Manch.:					
1st Mortgage.....	23,000	7	M&N	1878	....
Quincy:					
Plain bonds.....	66,424	6	var	var.	....
Ridge Av. and Manayunk:					
1st Mortgage.....	48,300	7	J.& J.	1880	....
1st Mortgage.....	15,000	6	J.& J.	1880	....
Salem and Danvers:					
1st Mortgage.....	32,100	6	J.& J.	18—	....
Second Avenue (N. Y.):					
1st Mortgage.....1,	015,000	7	J.& J.	1877	....
Second and Third st. (Ph.):					
1st Mortgage.....	83,700	7	J.& J.	1878	....
2d Mortgage.....	15,000	7	A.&D	1876	....
Sixth Avenue (N. Y.):					
1st Mortgage.....	250,000	7	J.&D.	1877	....
Syracuse and Geddes:					
1st Mortgage.....	25,000	7	J.& J.	18—	....
Third Avenue (N. Y.):					
1st Mortgage.....1,	000,000	7	J.& J.	1878	....
Real estate.....	500,000	7	J.& J.	—	...
Troy and Lansingburg:					
1st Mortgage.....	100,000	7	A.&O	1879	...
Union (Boston):					
Real estate mortgages....	105,000	6	var.	var.	...
Utica, Clinton & Bingham.:					
1st Mortgage.....	200,000	7	J.& J.	1887	....
Watervliet:					
1st Mortgage.....	131,000	7	J.& J.	1882	....
West Hoboken:					
1st Mortgage.....	61,000	7	M&N	1878	....
West Philadelphia:					
1st Mortgage.....	100,000	7	J.&D.	1878	99
Worcester:					
1st Mortgage.....	72,000	6	A.&O	1879	99

PREFERRED & GUARANTEED STOCKS

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

COMPANIES.	Amount outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
RAILROAD STOCKS:				
Atlantic & Gt. West'n (O. D.,) pref.	$1,919,000	7	...	....
Atlantic and St. Lawrence* guar.	2,494,000	4	4	....
Baltimore and Ohio, pref.	3,000,000	6	6	....
Berkshire,* guaranteed	600,000	7	7	....
Blossburg and Corning,* guar.	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	75½
Buffalo, N. York and Erie,* guar.	950,000	7	7	74½
Camden and Atlantic, pref.	600,000	7	...	...
Catawissa,* pref. and guar.	2,200,000	7	7	75
Cayuga and Susquehanna,* guar.	589,110	...	9	....
Cedar Rapids & Missouri,* preferred and guaranteed	755,000	7	7	....
Central Ohio, preferred	400,000	7	7	29
Chemung,* guar.	380,000	8	6	...
Cheshire, preferred	2,017,815	7	3	37
Chicago and Alton, pref.	2,425,400	7	10	118½
Chicago, Iowa and Nebraska,* guar.	2,600,000	...	10	...
Chicago and Northwestern, pref.	20,370,293	7	7	80½
Cleveland and Mahoning,* guar.	2,056,000	7	7	....
Cleveland and Toledo,* † guar.	6,250,000	...	3½	....
Cochecho, preferred	177,750	8	...	...
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	86½
Cumberland Valley, 1st pref.	241,900	8	8	114½
" " 2d pref.	242,000	8	8	....
Delaware,* guaranteed	594,261	6	6	...
Detroit & Milwaukee,* preferred and guaranteed	1,500,000	6	...	....
Dubuque and Sioux City,* preferred and guaranteed	1,988,170	7	7	97½
Dubuque Southwestern, pref.	330,308	7	7	....
Eastern (N. H.,)* guaranteed	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed	500,000	5	5	....
Elmira and Williamsport,* guar.	500,000	5	5	....
Elmira and Williamsport,* preferred and guaranteed	500,000	7	7	80
Erie, preferred	8,536,910	7	7	49
Evansville and Crawfordsville pref.	100,000	...	...	....
Hannibal and St. Joseph, pref.	5,253,836	...	...	107
Harrisburg and Lancaster,* guar.	1,182,550	7	7	....
Housatonic, preferred	1,180,000	8	4	99½
Huntingdon & Broad Top Mountain, preferred	190,750	7	3½	....
Joliet and Chicago,* guar.	1,500,000	7	7	....
Joliet and Northern Indiana,* guar.	300,000	8	8	....
Lackawanna and Bloomsburg, pref.	500,000	7	...	....
Leeds and Farmington,* guar.	.....	...	5	....
Little Schuylkill,* guar.	2,646,100	7	7	....
Louisville, Cincinnati and Lexington preferred	848,700	9	9	99
Marietta and Cincinnati, 1st pref.	6,586,135	6	...	19
" " 2d pref.	4,051,744	6	...	8
Manchester and Lawrence*	1,000,000	...	9	....
Michigan Southern, guaranteed	586,800	10	10	....
Mill Creek and Mine Hill,* guar.	323,375	10	10	...
Milwaukee and St. Paul, preferred	9,744,268	7	...	79½
Mine Hill and Schuylkill Haven,* guaranteed	3,775,000	8	8	....
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*	1,344,000	...	2	....
New York and Harlem, pref.	1,500,000	8	8	134½
Niagara Bridge and Canandaigua,* guar.	1,000,000	6	6	....
North Eastern (S. C.,) preferred	155,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	106½
Ohio and Mississippi, pref.	3,500,000	7	7	71½
Paterson and Hudson,* guar.	630,000	8	8	....
Paterson and Ramapo,* guar.	248,000	...	5	....
Peoria and Bureau Valley,* guar.	1,200,000	...	6	....
Philadelphia and Erie,*	5,996,700	...	...	....
Philadelphia and Reading, pref.	1,551,800	...	10	....
Philadelphia and Trenton,* † guar.	1,099,120	...	10	....
Pittsfield and North Adams,* guar.	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	202,400	6	6	....
Portland, Saco & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*	350,000	7	7	....
Richmond, Fredericksb. & Potomac, guaranteed	142,900	7	7	....
Rochester and Genesee Valley*	557,560	...	7	....
Rutland, preferred	.....	7	7	80
St. Louis, Alton and T. H., pref.	2,040,000	7	7	55
Sandusky and Cincinnati, pref.	445,516	6	6	36½
Schuylkill Valley,* guar.	576,000	5	5	....
Shamokin Valley & Pottsville,* guar.	869,450	5	5	....
Tol., Peoria & Warsaw (W. D.) pref.	1,300,000	7	...	....
" " " (E. D.) pref.	1,700,000	7	...	...
Toledo, Wabash and Western, pref.	1,000,000	7	7	73
Troy and Greenbush,* guar.	274,000	7	7	....
Vermont and Canada,* guar.	2,500,000	8	8	....
Warren,* guar.	1,408,300	7	7	....
White Mountains,* guar.	200,000	5	5	....
Wrightsv., York & Gettysburg,* pref.	317,050	...	2	....
CANAL STOCKS:				
Delaware Division,* guar.	1,633,350	8	8	....
Morris, preferred	1,175,000	10	10	67½
Schuylkill Navigation, pref.	2,888,997	6	6	32
Union, preferred	.....	6	...	2
MISCELLANEOUS STOCKS:				
Cumberland Coal, pref.	.....	6	...	....
Mariposa Mining, pref.	5,774,400	7	7	9½

WHOLESALE PRICE CURRENT.

IRON—DUTY: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished, 3 cents per lb.

Pig, Scotch, No. 1 ..... per ton	34 — @ 36 —
Pig, American, No. 1	— — @ 31 —
Pig, American, No. 2	— — @ 30 —
Pig, American, Forge	25 — @ 27 —
Bar, Refined, English and American	— — @ 75 —
Bar, Swedes, assorted sizes ..... (gold)	85 — @100 —
—STORE PRICES.—	
Bar, Swedes, ordinary sizes	— — @110 —
Bar, Refined	75 — @ 80 —
Bar, Common	72 50 @ 75 —
Scroll	97 50 @125 —
Ovals and Half-round	97 50 @125 —
Band	92 50 @ 95 —
Horse Shoe	95 — @ — —
Rods, ½@3-16 inch	82 50 @ — —
Hoop	102 50 @140 —
Nail Rod ..... per lb.	— — @ — 6¼
Sheet, Russia, as to No.'s ..... (gold)	— 10½@ — 11
Sheet, Single D. and T. Common	— 4¼@ — 6
Rails, English ..... (gold) ..... per ton.	56 — @ 58 —
Rails, American, at Works in Penna..c'y.	70 — @ 71 —
Anvils, (Eagle) ..... per lb currency.	— 8 @ — —

STEEL—DUTY: Bars and Ingots, valued at 7 cents per lb., or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb., and 10 per cent. ad val. (Store prices.)

English, Cast..(2d and 1st quality). per lb.	— 15 @ — 18
English Spring (2d and 1st quality)	— 7 @ — 10
English Blister (2d and 1st quality)	— 10 @ — 17
English Machinery	— 11½@ — 14
English German (2d and 1st quality)	— 13 @ — 15
American Blister "Black Diamond"	— — @ — 12
American, Cast, Tool, do.	— 16 @ — 17
American, Spring, do.	— 9 @ — 11
American Machinery do.	— — @ — 12
American German do.	— 9 @ — 12

NAILS—DUTY: Cut, 1¼; Wrought, Horse Shoe, 2½ 5 cents per lb. (Cash.)

Cut, 4d.@10d ..... per 10 0lb	4 37½@ 4 50
Clinch	5 87½@ 6 —
Horse Shoe, Forged (No. 10 to 6) ..... per lb.	— 23 @ — 28
Copper	— — @ — 37

TIN—DUTY: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca ..... (gold). per lb.	— 37½@ — —
Straits ..... (gold).	— — @ — 33
English ..... (gold).	— @ 32¾— 33¾

Plates—Fair to good brands.	—Gold.—	—Currency.—
I. C. Charcoal.... per box.	8 — @ 8 50	9 25 @ 9 50
I. C. Coke	7 — @ 7 50	8 — @ 8 75
Coke Terne	5 75 @ 6 75	6 75 @ 7 75
Charcoal Terne	7 25 @ 8 —	8 50 @ 9 25

PETROLEUM—DUTY: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 48 gravity (in bulk).. per gall.	— 13½@ — —
Crude, 40 @ 47 gravity (in shipping order)	— 17½@ — —
Refined, prime L. S. to W. (110 @115 test)	— 22½@ — 23
Refined, Standard White (in ship'g order).	— — @ — 23
Refined, prime White (in shipping order).	— 24 @ — —
Refined, S. W. (in jobbing lots)	— — @ — 26
Refined, S. W. (in tin)	— 27½@ — 29
Naptha, Refined, (65 @ 73 gravity)	— 9½@ — —
Residuum ..... per bbl.	4 — @ — —

GLASS.—DUTY: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2½ cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 6 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 20 cents per sq. foot; all above that, 40 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1½; over that, and not over 16 by 24, 2; over that, and not over 24 by 30, 2½; all over that, 3 cents per lb.

American Window.
(Single Thick.)

Sizes.	1st. A.	2d. B.	(Old List.) 3d. C.	4th. D.
6 by 8 to 7 by 9	$7 75	$7 00	$6 50	$6 00
8 by 10 to 10 by 15	8 25	7 50	7 00	6 50
11 by 14 to 12 by 18	9 75	9 00	8 00	7 00
14 by 16 to 16 by 24	10 50	9 50	8 50	7 50
18 by 22 to 18 by 30	12 25	11 25	10 00	8 00
20 by 30 to 24 by 30	15 00	13 75	11 50	9 00
24 by 31 to 24 by 36	16 50	15 00	12 50	10 00
25 by 36 to 30 by 44	17 50	16 00	14 50	12 50
30 by 46 to 32 by 48	20 00	18 00	15 50	13 50
32 by 50 to 32 by 56	22 00	20 00	17 00	14 50
Above	25 00	23 00	20 00	16 00

(The above subject to a discount of 55@60 per cent.)

French Window—1st, 2d, 3d and 4th qualities.
(Single Thick.) (New List, Aug. 20th.)

6 by 8 to 8 by 10 .....(4 qlts.)... per 50 feet.	10 — @ 7 75
8 by 11 to 10 by 15....(4 qlts.)	10 50 @ 8 —
11 by 14 to 12 by 18....(4 qlts.)	12 — @ 9 25
14 by 16 to 16 by 24....(4 qlts.)	12 50 @ 9 75
18 by 22 to 18 by 30....(4 qlts.)	15 — @10 50
20 by 28 to 24 by 30....(4 qlts.)	18 50 @12 —
26 by 28 to 24 by 36....(4 qlts.)	19 50 @12 50
26 by 34 to 26 by 40....(3 qlts.)	21 50 @16 —
28 by 38 to 28 by 44....(3 qlts.)	22 — @16 50
28 by 46 to 30 by 48....(3 qlts.)	23 — @17 —
30 by 50 to 32 by 52....(3 qlts.)	24 50 @18 —
32 by 54 to 34 by 56....(3 qlts.)	26 50 @19 50
34 by 58 to 34 by 60....(3 qlts.)	30 — @22 —
36 by 60 to 40 by 60....(3 qlts.)	36 — @28 —

(Subject to a discount of 55@65 per cent.)
English sells at 40@50 per cent. off the above rates.

New York Stock Exchange.

Actual Sale Prices for the week ending Dec. 21.

	Th.15.	F.16.	Sat.17.	M.19.	Tu.20.	W.21
Canton Co.	....	64½	....	....	65	
Central Pacific 6s	92½	92¾	92¾	92¾	92¾	
Central of N. Jersey	105x	105½	106	104½	105	106½
Chicago & Alton	....	114	....	....	....	
" pref.	....	....	....	....	....	
" 1 M	....	....	....	....	....	
" S. F.	....	....	....	....	....	
" Inc. bds.	....	....	....	....	....	
Chicago, Burl. & Q.	....	....	....	....	....	
" 8s, 1883	....	....	....	....	....	
Chic. & Northwestern	73	71	71½	70½	69	70
" pref.	83⅞	82	81½	82	80⅝	81
" 1st M.	94½	....	93	93	....	....
" S. F.	....	....	....	....	....	....
" Consol.	....	....	....	....	....	....
Chic., Rock Isl. & Pac.	108½	106	106	105¾	104½	103⅝
Chi., R. I. & Pa. 7s, 1896	....	....	100½	....	....	100
Clev., Col., C. and Ind.	81½	82	81½	81½	81⅝	82
Clev. and Pittsburg	103¾	104½	105½	103	103	
" 2 M.	....	....	....	....	....	....
" 3 M.	....	....	....	....	....	....
" 4 M.	....	....	79½	....	79	
Clev. and Toledo	....	....	....	....	....	....
" S. F. 7s	....	100½	....	....	....	....
Col., Chi., & Ind. C.	17	17	17½	17	17	16⅞
" 1 M.	82⅞	82½	82	82	82¾	82½
" 2 M.	....	....	....	....	....	....
Cumberland Coal pref.	....	....	....	....	....	....
Del. & Hudson Canal	121	120	....	....	....	119
Del. Lack. & Western	109⅝	108⅞	106¾	102½x	102⅝	102¾
" 1 M. 7s	....	98	....	....	....	....
" 2 M. 7s	....	....	....	....	....	....
Dubuque & Sioux City	90½x	90	....	....	....	....
Erie Railway	23½	22⅞	22⅝	23⅜	23⅝	24
" pref.	47½	....	....	....	49	....
" 1 M. 7s, 1897	....	....	....	....	....	95
" 2 M. 7s, 1879	....	....	....	....	....	....
" 3 M. 7s, 1883	....	....	....	....	....	....
" 4 M. 7s, 1880	....	....	....	....	....	....
" 5 M. 7s, 1888	....	....	....	....	....	....
Great Western 2d mort.	80½	80½	80½	....	....	....
Hannibal & St. Joseph	102½	100	99½	100½	100½	100½
" pref.	110	107	108	108	107½	107
Hudson River	....	....	....	....	....	....
" 2 M. S. F.	....	....	....	....	....	....
" 3 M 7s, 1875	....	....	....	....	....	....
Illinois Central	134	....	132½	....	....	134
" bonds	....	....	....	....	....	106
Lake Shore & Mich. S'th.	92½	91⅞	91⅞	91⅞	91½	91½
Lake Shore Div. bonds	....	....	....	....	....	....
Marietta & Cin. 1st pref.	....	....	....	....	....	....
" 2d pref.	....	....	....	....	....	....
Michigan Central	121	121	....	121½	....	116x
" S.F. 8s, 1882	....	....	....	....	....	....
" conv. 8s, '69	....	....	....	....	....	....
M. S and N. I. 1 M. S. F.	....	97½	....	....	....	....
" 2 M.	....	....	....	....	....	....
Mariposa Mining Co.	....	....	6½	....	....	....
" pref.	10⅞	10½	10½	10½	10½	....
" Tr. 10s ctfs.	....	....	....	....	....	....
Milw. and St. Paul	57½	55⅝	55½	55½	54⅞	55½
" pref.	80½	79⅝	79½	80	79½	....
" 1st mort.	94½	....	94¼	....	....	94½
" 2d mort.	....	....	....	....	....	....
" 8s	....	....	....	....	....	....
" 7 3-10s con.	....	....	....	....	93½	....
Missouri 6s	93½	93⅝	....	93½	....	93⅝
" H. & St. J. iss.	....	....	....	....	....	....
Morris and Essex	89	88½	....	....	....	....
" 1st mort.	....	....	....	....	....	....
" 2d mort.	97	....	97	....	97	....
New York Central	....	....	....	....	....	....
" 7s, S.F. 1876	....	....	....	....	....	....
" 7s, conv. '76	....	....	....	....	....	....
" 6s, S.F. 1883	90	....	....	....	....	....
" 6s, S.F. 1887	....	....	....	....	....	87
N. Y. Cen. & Hud. Riv.	91	90½	91¾	90⅞	90⅞	90⅞
" certificates.	86¾	86½	88	87⅞	87⅞	87½
N. York and Harlem	....	131½	132	....	....	129x
" pref.	....	....	....	....	....	....
" 1 M. 7s, 1873	100	....	....	....	....	....
N. Carolina 6s, old	45	....	44½	....	....	43½
" new	22	21½	....	23	23½	....
Ohio and Miss.	30½	29½	28¾	29	26⅞	27½
" pref.	....	....	....	....	71½	....
" 1st M.	....	....	....	....	....	....
Pacific Mail S. S. Co.	41	40½	40⅝	40⅝	39⅞	40½
Panama	77	....	77½	76½	....	76½
Phila. and Reading	98x	97½	96⅞	97½	96½	97½
Pitts., Ft. W. & Chi. gtd.	94½	94½	94½	94½	....	....
" 1 M.	....	....	....	....	....	....
" 2 M.	....	....	97½	....	....	....
" 3 M.	....	....	....	....	....	....
Quicksilver Mining Co.	....	....	....	....	....	....
St. L., Alton & T. H.	25	25	....	....	....	....
" pref.	54½	....	....	....	55	....
" 1 M.	....	....	....	....	....	....
" 2 M. pref.	80½	....	....	....	80½	....
" Income bds.	....	....	71	....	....	....
Tennessee 6s, old	61¾	60⅞	61½	62	63	65
" new	61	61½	61½	61	62½	64½
Tol., Wab. & Western	50⅞	49	49	49½	48½	48½
" pref.	....	....	....	....	....	....
" 1 M.	....	....	....	....	94½	....
" 2 M.	84½	....	....	....	....	....
" Equipment	78½	....	....	....	....	....
Union Pacific	13½	12½	14½	13	12⅞	12½
" 1st mort.	80⅞	79	80	80	81	80½
" L. Gt. 7s	58½	56½	67	....	61⅝	61½
" Inc. 10s	46	41	....	....	....	....
Virginia 6s, old	....	....	....	....	....	....
" new	....	....	65	....	....	....

New York Stock Exchange.

Actual Sale Prices for the week ending Dec. 21.

	Th.15.	F.16.	Sat.17.	M.19.	Tu.20.	W.21
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg	....	....	....	....	....	....
U. S. 5s, 1871, coup	....	....	....	....	....	....
U. S. 5s, 1874, reg	....	....	....	....	....	....
U. S. 5s, 1874, coup	....	....	....	....	....	....
U. S. 5s, 10-40s, coup	106½	106½	106½	106½	106⅝	....
U. S. 5s, 10-40s, reg	106	....	....	....	....	....
U. S. 6s, 1881, reg	109½	....	....	....	....	....
U. S. 6s, 1881, coup	113⅝	113½	113	113½	....	....
U. S. 6s, '81, O.W.L. y	....	....	....	....	....	....
U. S. 6s, 1881, .. ½y	....	....	....	....	....	....
U. S. 6s, 5-20s. reg. '62	107⅝	....	....	....	....	....
U. S. 6s, 5-20s, c. 1862	107½	107½	107½	107½	107½	....
U. S. 6s, 5-20s, reg. '64	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1864	107½	....	....	....	....	....
U. S. 6s, 5-20s, reg. '65	107½	....	....	....	....	....
U. S. 6s, 5-20s, c. 1865	107½	107½	107½	....	....	107⅝
U. S. 6s, 5-20s, r. n. '65	....	....	106½	....	....	....
U. S. 6s, 5-20s, c. n. '65	109½	109½	109½	109⅝	109⅝	....
U. S. 6s, 5-20s, reg. '67	....	....	106½	106⅝	106⅝	....
U. S. 6s, 5-20s, c. 1867	109½	109⅝	109⅝	110	110½	110½
U. S. 6s, 5-20s, reg. '68	....	....	....	....	....	....
U. S. 6s, 5-20s, c. '68	110½	110½	....	110½	110½	110⅝
U. S. 6s, Pac.R.R.issue	110½	....	....	110½	....	....

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Dec. 20.

	W.14.	Th.15.	F.16.	Sat.17.	M.19.	Tu.20
Catawissa	....	....	....	....	....	....
.. preferred	37⅝	....	....	....	37½	....
Camden and Amboy	119	119	118⅞	117	118	118
.. 6s, 1870	....	....	....	....	....	....
.. 6s, 1875	....	....	....	....	....	....
.. 6s, 1883	....	....	....	....	....	....
.. 6s, 1889	....	....	....	....	....	....
.. mort. 6s, '89	....	....	....	94¾	....	....
Elmira & Williamsport	....	....	....	....	....	....
.. pref.	....	....	....	....	....	....
.. 7s	....	....	....	....	....	....
Lehigh Navigation	34½	33⅝	32⅞	33	33¾	33⅝
.. 6s, 1884	....	....	....	83	....	....
.. Gold L.	90½	86¾x	....	85⅞	86	86
.. R. R. L.	....	....	....	....	....	....
Lehigh Valley R. R.	59½	59½	59½	59	59½	59
.. 6s new coup	94½	....	....	....	....	....
.. 6s new reg	....	....	....	....	....	....
Little Schuylkill R.R.	44½	....	....	44½	....	....
.. 7s	....	....	....	....	....	....
Minehill	52½	....	....	....	....	....
Morris Canal	33	....	....	....	....	....
.. pref.	....	....	....	....	....	....
.. 1st mort	....	....	....	....	81	....
North Pennsylvania	....	....	....	....	46½	46½
.. 6s, 1880	....	....	....	....	....	....
.. 7s	....	....	....	....	....	93½
.. 10s, 1887	....	....	....	....	....	....
Northern Central	41	....	....	....	....	....
Pennsylvania R. R.	61¾	61½	61	61	61	61½
.. 1st M.	....	....	....	....	....	103½
.. 2d M.	100	....	100	100	....	....
Penn. State, 6s, 1st series	....	....	....	....	....	....
.. 6s, 2d series	106	....	....	105¾	105¾	....
.. 6s, 3d series	....	....	....	....	....	....
.. 6s, W L.	....	....	....	....	....	....
Philadelphia City, 6s	98½	....	98½	98½	....	....
.. new	100	....	100	100	100	99½
Philad., Germ. & Nor.	....	....	....	....	....	....
Phila. & Reading	49½x	49½	48¾	48⅝	48⅞	48½
.. 7s, 1893	....	....	....	....	....	104½
Philadelphia and Erie	27	26½	26¾	....	....	26¾
.. 6s	....	....	....	....	....	....
.. 7s	....	....	....	....	....	89½
Schuylkill Navigation	....	....	....	....	....	....
.. pref.	....	....	....	....	....	....
.. 6s, 1882	76½	76¾	....	76¾	....	....
.. 6s, 1876	....	....	....	....	....	....
.. 6s, 1872	....	....	....	....	....	....
Susq. Canal	....	....	....	....	....	....
.. 6s, 1878	....	....	....	....	....	....
Union Canal, pref.	....	....	....	....	....	....
.. 6s, 1878	....	....	....	8½	....	8½
Hestonville, (Horse)	16½	16½	....	....	....	....
Chestnut & Wal.	....	....	....	....	....	....
Green & Coates	....	....	....	....	....	....
2d and 3d streets	....	....	....	....	....	....
Spruce and Pine	....	....	....	....	....	....
13th and 15th sts.	....	....	....	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Dec. 20.

	W.14.	Th.15.	F.16.	Sat.17.	M.19.	Tu.20
Baltimore City 6s, 1875	93	....	....	....	....	....
.. 1886	....	....	....	....	....	....
.. 1890	92½	91¾	....	92½	92½	....
.. 1884	....	....	....	....	91	....
.. 1900	93	....	....	....	....	....
Balt and Ohio	....	....	....	....	....	....
.. bonds, 1875	....	....	....	....	....	....
.. .. 1880	....	....	....	....	....	....
.. .. 1885	....	....	....	93¾	93½	....
Marietta & Cin. 1st M.	93	....	....	92¾	93	....
.. 2d M.	....	....	74½	....	....	....
Northern Central	41½	....	....	....	....	41
.. bonds, 1885	....	....	....	....	....	....
.. .. 1900	....	....	....	....	....	....
N. W. Va. 1st mort.	....	....	....	....	....	....
.. 2d mort.	....	....	....	....	....	....
.. 3d mort.	....	....	....	....	....	....
City Passenger R. R.	....	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending Dec. 21.

	Th.15.	F.16.	Sat.17.	M.19.	Tu.20.	W.21
Boston and Albany	155	....	150x	....	....	149¾
Boston and Lowell	....	....	....	....	....	x134½
Boston and Maine	....	....	148x	....	....	147
Boston and Providence	152	....	150½	150	....	146x
Boston, Hartford & Erie	1⅝	....	....	....	....	....
.. 7s, new	19½	....	19½	19½	20½	....
Cheshire, pref.	....	....	....	....	86	87
Concord	....	....	77	....	....	77
Connecticut River	....	....	138½	....	....	....
Eastern	....	....	120½x	120½	....	120½
Fitchburg	....	....	....	....	....	x131½
Manchester & Lawr'ce	....	....	....	....	....	....
Michigan Central	121	....	121	121	121	x115½
Northern, N. H.	109x	....	107	....	108	107½
Ogdens. & Lake Champ	92½	92	91¾	91	88x	87½
.. pref.	....	....	106½	....	....	....
Old Colony & Newport.	94¾x	....	94½	94	....	94½
Ph., Wil. & Baltimore	52¾	....	....	....	....	....
Portl'd, Saco & Ports.	....	....	....	....	....	....
Union Pacific	....	....	....	....	....	....
" 6s	....	77	77	....	....	77
" Land Grant 7s	58½	55	....	60	....	59½
" Income 10s	....	48	40	45	....	....
Vermont & Canada	....	....	....	....	....	104¾
Vermont & Mass.	70	....	....	....	....	....
South Boston (Horse)	....	....	....	....	....	....
Cambridge ..	....	....	101	....	....	101
Metropolitan ..	....	....	71	....	....	73
Middlesex ..	....	....	....	....	....	....
Central Mining Co.	....	....	....	....	....	....
Copper Falls ..	....	....	....	....	7¾	....
Franklin ..	....	....	....	....	....	....
Huron ..	....	....	....	....	....	....
Isle Royale ..	....	....	....	....	....	....
National ..	....	....	....	....	....	....
Pewabic ..	....	....	....	....	....	....
Pittsburg ..	....	....	....	....	....	....
Quincy ..	....	....	....	22	....	....

London Stock Exchange.

	Closing Prices. Dec. 9.	Dec. 2.
Atl. & Gt. West. N. Y. sec. 7 per ct		
1st mort., 1880	65 — 70	70 — 75
Do. do., 2d mort., 1881	58 — 62	58 — 62
Do. Penn., 1st mort., 1877	65 — 70	70 — 75
Do. do., 2d mort., 1882	58 — 62	58 — 62
Do. Consol. 7 per cent. mort. 1890	27½— 28½	28 — 29
Detroit and Milwaukee 1st mort. 7s	65 — 69	67 — 71
Do. 2d mort. 8 p. c.	65 — 69	67 — 71
Erie shares 100 dol. all paid	— — —	— — —
Do. sterlg. 6 p. c. convertible bonds	62 — 65	62 — 65
Do. 3d mort. 7 p. c. 1883	— — —	— — —
Illinois Central, 6 per cent., 1875	— — —	— — —
Do. Redemption mort. bonds 6 p. c.	100 —102	100 —102
Do. 7 per cent., 1875	— — —	78 — 82
Do. 100 dol. shares, all paid	110½—111½	— — —
Marietta and Cin. R. R. bonds 7 p. c.	78 — 82	— — —
New York Central, 100 dols. shares	— — —	— — —
Panama General mort. 7s, 1897	88 — 92	88 — 92
Penn. R. R. bonds, 2d mort. 6 per ct.	98 —100	98 —100
Do. General mort. 6 p. c. 1910	92 — 93	91 — 93
Do. $50 shares	50 — 52	47 — 49
Philadelphia and Erie 1st mort. 1881.	91 — 94	92 — 95
Do. with option to be paid in Phila.	91 — 94	92 — 95

American Railroad Journal.

Saturday, December 24, 1870.

Stock Exchange and Money Market.

There has been unusual excitement in the Money line since our last. The available supply has been much less liberal, owing partly to the outflow of currency to the West and South West, but mainly to the manipulations of speculative operators interested in breaking down values at the Stock Exchange. The demand for temporary aid has been decidedly urgent, on the more active days of the week, and to even the more prominent of the Stock Exchange firms 7 per cent. per annum in currency on call has been the minimum rate; while in many instances, the full legal rate in gold has been paid, and not unfrequently a fractional commission has been exacted for the use of funds from one day to another. The pinch has been severely felt in the Stock line. The Government houses have had their wants provided for, with satisfactory promptness, at 6@7 per cent. per annum in currency. The discount market has been moderately active at from 7@9 per cent. per annum, on the better grades of business paper, which have been most sought after by private buyers, the banks having shown less partiality for permanent engagements, in the face of the pressing need and high price of Money on call. The city banks in their last weekly return, made an unexpectedly favorable exhibit, the specie reserve having been augmented over two millions; while the loss of deposits was $2,156,964, and of legal tender notes, $1,681,942; and the loan and discount averages were cut down $1,768,314. The reserve of gold and legal tender notes, over the 25 per cent. of obligations required by the Banking Act, was $9,377,966 against $8,468,162 the preceding week, showing a gain of nearly a million dollars. The city bank exchanges last week averaged nearly 98 millions a day. The exchanges on Monday were up to $139,664,404; and on Tuesday of the current week, they were $102,866,191. The U. S. Sub-Treasury reports a slight increase in its coin balance, with a very decided gain in its currency reserve, the latter chiefly through transfers of funds from other points. At the close of Wednesday there was an easier feeling apparent in Money with 7 per cent. currency quoted as the ruling figures.

Washington dispatches of Wednesday made the coin reserve of the Treasury Department on that day $99,700,751 including $19,228,500 represented by outstanding coin certificates, and the currency balance, $27,948,944.

The specie reserve of the city banks according to the latest return is $17,980,573, against $30,068,095 same time last year. The city bank deposits are now $192,024,391, against $181,073,455 week ending Dec. 18, 1869. The legal tender reserve amounts to $47,442,080, against $44,812,273 same time last year. The circulation now stands at $32,154,358, against $24,102,303 same time last year. The loans are now $266,378,918, against $252,834,914 at this date last year. The Bank Exchanges at the Clearing House through the past week, averaged $97,967,251 a day, against a daily average of $88,932,250 the preceding week. The current week's exchanges average about 121¼ millions a day. The city banks, last week reported a gain of $2,044,725 of specie, with a loss of $2,156,964 of deposits, and $1,681,942 of legal tender notes. They reduced their loans $1,768,314; and their circulation, $31,119.

The city bank exchanges on Wednesday were 83⅝ millions.

National Bank notes to the amount of $660,040 were issued last week by the Treasury Department, making the total issue to 1,692 banks thus far, amount to $337,667,098, against $282,555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to $33,171,339 leaving, with the existing 1,612 banks, (having an aggregate capital of $430,299,301,) an actual circulation at this date, of $304,495,759. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $345,707,650; and for the public deposits, $15,819,500—making a total of $361,527,150. The Treasury Department last week redeemed and destroyed $493,200 of worn and mutilated fractional currency, and issued $421,835 of new.

The cash balance in the Treasury Department at the close of business on Monday, was $28,399,948 in currency, and $99,518,353 in coin, including $19,500,000 in certificates.

The U. S. Sub-Treasury receipts, week endin with Dec. 17, were $4,926,822 in coin, (including $1,481,000 from customs duties,) and $7,708,659 in currency; payments, $4,718,837 in coin, (including $849,000 of coin interest,) and $6,056,519 in currency; balance at the close of the week, included $60,320,156, of coin, against $60,112,170 the preceding Saturday, and $8,041,570 of currency, against $6,389,430 at the close of the preceding week. The business of the Office on the first two days of the current week, was as follows. On Monday, receipts, $426,306 in coin, (including $198,862 from customs,) and $270,523 in currency; payments $87,698 of coin (including $61,238 of coin interest), and $593,850, of currency. On Tuesday, receipts, $309,780 in coin (including $269,759 from customs), and $5,447,956 in currency; payments, $68,873 in coin (including $26,115 of coin interest) and $330,569 of currency. The balance at the close of business on Tuesday included $12,835,630 of currency, and $60,899,676 of coin, against a balance a week previous of $6,053,628 currency, and $60,269,677 coin.

The aggregate receipts of the U. S. Sub-Treasury in November were $56,296,837, including $9,576,224 from customs; aggregate payments, $62,134,566, including $14,025,558 of coin interest.

The U. S. Sub-Treasurer issued in November $4,741,000 of coin certificates.

The U. S. Sub-Treasurer retired, last week, $1,177,381 of coin certificates, received for customs.

The U. S. Sub-Treasury balance at the close of business on Wednesday was $61,395,360 of coin, and $12,726,481 of currency.

Government revenues has been quite moderate in yield, since our last. The excises during the week yielded about 3¼ millions; customs at the port of New York, $1,367,381, and at the outports about $455,000 (in coin) more, making the grand total income for the week equal to about $5,301,000 in currency. The income of the Government, from excises, since July 1, 1870, has been about 81¼ millions.

In view of the activity in Money and the excitement in Stocks, the Gold speculation has been of less than customary interest to operators, and the price has fluctuated but little, the range of the week having been from 110⅝@111¼, and the closing quotation on Wednesday 110¾, against 111 the preceding Wednesday. There has been a very moderate custom and light export inquiry noted. On Wednesday, Government sold $1,000,000 of gold at from 110 62@110 65. The aggregate of the bids was $4,518,500.

The customs revenue on Wednesday was $398,000. The coin interest disbursements at the Sub-Treasury were $32,901.

Under the December programme of the Treasury Department, Government will sell Gold during the remainder of the month, as follows: Wednesday, December 28, $1,000,000. And will buy in, of Five-Twenties as follows: Thursday, December 29, $1,000,000.

The export drain was $265,929 week ending with December 17, against $800,468, week ending with December 10, $519,868 week ending with December 3; $449,984 week ending with November 26; $655,078 week ending with November 19; $410,134 week ending with Nov. 12; $3,156,924 week ending with Nov. 5; $303,562 week ending Oct. 29; $556,180 week ending Oct. 22; $654,323 week ending with Oct. 15; $802,174 week ending with Oct. 8; and $465,260 week ending with Oct. 1. The shipments thus far this year have been about 57⅞ millions, against nearly 31 millions same time in 1869; nearly 69⅞ millions same time in 1868; 47⅛ millions same time in 1867; over 60½ millions same time in 1866; and 29¼ millions same time in 1865. The exchanges at the Gold Exchange Bank, which were 57⅜ millions on Friday, of last week, were 34⅜ millions on Monday of this week, 15½ millions on Tuesday, and 15⅜ millions on Wednesday.

The customs demand for Gold last week, averaged $238,500 a day; thus far, this week, it has averaged $234,315 a day, or equal to a weekly aggregate of $1,405,890. The arrivals of specie from Europe, Havana and other foreign ports, during the week were $40,710; and since Jan. 1, 1870, $11,533,494, against $14,734,162 same time in 1869. The total customs revenue of the Government, in coin, at this port, since Jan. 1, has been $136,144,673 against $127,106,409, same time in 1869.

The exports of specie, from this port, last week, were $265,929 against $309,946 same week last year; and since Jan. 1870, $57,804,691, against $30,917,244 same time in 1869. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt $849,000; and since Jan. 1, 1870, $85,618,464 against $89,607,344 same time in 1869.

The customs revenue at the port of San Francisco, from Jan. 1 to Dec. 8th, was $7,228,190, against $8,018,902 same time last year.

The specie exports by steamer and railway, from San Francisco, from Jan. 1, 1870 to Dec. 8th, were $31,982,246, against $37,078,813 same time last year.

Foreign exchange has been rather firmer, on a lighter offering of bills, but has been without notable activity. Bankers' sixty day bills on London closed on Wednesday at 108⅞@109⅛; sight bills on London, 109¾@110. The offerings of produce bills have been quite liberal. The week's exports of domestic produce have been to the currency value of $5,903,096, and since January 1, 1870, $190,751,622, against $192,778,201 same time in 1869.

Government securities have been rather stronger in price, notwithstanding the Money pressure; and the offerings of bonds have been quite moderate, but the demand has not been active for any issue.

U. S. sixes of 1881 closed here on Wednesday of the current week at 113⅛@113⅜; U. S. Five-Twenties of 1862, 107¾@107⅞; U. S. Five-Twenties of 1864 at 107¼@107½; U. S. Five-Twenties of 1865, 107⅜@107⅝; U. S. Five-twenties of 1865 consolidated, 109⅝@109¾; U. S. Five Twenties of 1867, 109⅞@110; U. S. Five-twenties of 1868, 110½@110¾; U. S. Ten-forties at 106½@106¾; U. S. Six per cent. currency bonds, 110@110¼.

State bonds have been in fair demand, but at irregular prices, closing generally higher.

Railway bonds have been in good request for investment purposes at generally firm prices. Central Pacific Sixes have met with a free sale closing with 92¾ bid and 93 asked. Chesapeake and Ohio Sixes have been inquired for at 90 and interest. Union Pacific Sixes have been quoted at 80¼@80½.

Railway and miscellaneous share property has been very active, but much depressed and unusually variable as to price, under the artificial stringency in Money, closing feverishly and irregularly. Union Pacific stock has been quoted down to 11⅞@12, closing at 12@12⅛. Western Union Telegraph closed at 45⅝.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Dec. 7.	Dec. 13.	Dec. 20.
Consols	92⅛*	91⅞	91⅞
U. S. 5-20's of 1862	89	88¾	88¾
U. S. 5-20s, 1865	88¼	88⅛	88⅛
" 1867	90½	90¼	87¾
" 10-40s	87¼	87¼	87½
Erie	20¾	19⅞	19
Ill. Central	111½	110½	110
At. and Gt. West	28	27½	28¾

* Ex-dividend.

General Business has been more active in the Cotton, Breadstuff and Provision lines, at, however, variable prices. Breadstuffs and Provisions closed with more firmness. Cotton left off about steadily. Middling upland cotton closed on Wednesday at 15⅜@15½ cts. per lb. The stock of cotton now here is given at about 78,500 bales. The receipts at the port this week, have averaged about 7,250 bales a day. The receipts at all the ports, since Sept. 1, 1870, have been 1,366,943 bales, against 1,090,355 bales same time in 1869–'70; exports same time 742,750 bales, against 575,275 bales same time in 1869–'70; stock on hand at latest dates, 473,100 bales, against 326,500 bales same date 1869. The exports of domestic cotton goods from this port, since Jan. 1, 1870, have been 14,290 pkgs., against 20,580 pkgs., same time in 1869. From Boston, 7,478 pkgs. in 1870, against 7,076 pkgs. same time in 1869.

At the Live Stock markets, this week, Beeves have been in good request from 10@20c. per lb.; week's receipts, 5,704. Milch cows quiet at $40@$110 each, receipts, 91. Veal calves have been in fair demand at from 5@12c. per lb.; receipts, 1,511. Sheep have been in good request at from 4@10½c.; lambs at 5½@11c. per lb.; receipts, 28,993. Swine continue in fair demand at 7½@7⅝c. per lb., all live weight; receipts, 25,043.

Foreign Goods have been less active, in the wholesale line, and values have been unsettled. The dry goods entries at this port, last week, were $1,644,104, making with the general merchandise imports a total of $6,818,552, against $6,012,490 the preceding week.

Freights have been moderately active, and rates have been quoted firmer. For Liverpool we quote flour at 2s. 6d.@2s. 9d. by sail, and 3s. by steamer per bbl.; grain at 6½d. by sail, and 7½d. by steamer per bushel; cotton at ⅝@$\frac{5}{16}$d. by sail and ½@$\frac{9}{16}$d. by steamer per lb.; and heavy goods 20s.@30s. by sail, and 30s.@55s. by steamer, per ton. Total number of vessels in port on Wednesday, 488.

The following will show the exports (exclusive of specie) from New York to foreign ports or

the week ending December 20th, and since the beginning of the year:

	1869.	1870.
For the week.....	$3,503,920	$5,903,096
Previously reported..	189,274,281	184,848,526
Since Jan. 1.....	$192,778,201	$190,751,622

The imports for the week ending Dec. 17, and since the beginning of the year, have been as follows:

	1869.	1870.
Dry goods	$1,043,778	$1,644,104
Gen. merchandise.....	2,660,438	4,674,448
Total for the week.....	$3,704,216	$6,318,552
Previously reported....	278,848,973	288,121,184
Since January 1.....	$282,553,189	$294,439,736

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—South Carolina 6s, 1871, 100; do. new, Jan. and July, 68¾; Louisiana 6s, old, 71; North Carolina 6s, Special Tax, 18½; Arkansas 6s, Fund Act, 65; Ohio 6s, 1881, 100; New York 6s, 1873, 102½; Brooklyn 6s, W. L., 92; Quincy and Toledo 1st mort., 81¼; Galena and Chicago 1st mort., 100; Toledo, Peoria and Warsaw 1st mort. E. D., 82⅜; St. Louis and Iron Mt. 1st mort., 89½; North Missouri 1st mort., 87½; Albany and Susquehanna 2d mort., 92¼; St. Louis, Jacksonville and Chicago 1st mort., 92½; Morris and Essex const. bonds, 89; Hartford and New Haven scrip., 155; Western Union Telegraph, 45⅜; Atlantic Mail Steamship Co., 24; Am. Mer. Union Exp., 45½; U. S. Exp., 33¾; Wells Fargo Exp., 33; Adams Exp., 64¾; Consol. Coal of Md., 24; Cumberland Coal and Iron, 27; Gunnell gold, 0.12; Central gold, 0.14.

Philadelphia.—Connecting R. R. 6s, 84; Philadelphia and Sunbury 7s, 100; Oil Creek and Allegheny River, 46½; do., 7s, 78; Pennsylvania and New York Canal 7s, 91; Lehigh Nav. conv. loan, 80; Belvidere Delaware 2d mort., 86; Pennsylvania R. R. Gen'l mort., 96½; Wilmington and Reading 7s, 91; Philadelphia and Reading mort. 6s, 1844–'80, 100; West Jersey 7s, 97; Tioga 7s, 96: Fifth and Streets R. R., 40; Germantown Passenger R. R., 31; Ridge Avenue R. R., 7¼; Green and Coates' St., 45; Girard College R. R., 45; New York and Middle Coal Fields, 4⅞; New Creek pref., ¾. The latest quotations are: City 6s, 98½@98¾; do. free of tax, 99¾@99⅞; State 5s, coupon, 104@104; do., 6s, W. L., 105@—; do. 1st series, 104¼@105; do., 2d series, 105½@106; do., 3d series, 107¾@108½; Reading, 48¾@48⅞; do., 7s, 1893, 104@105; do., mort. 6s, 1880, 100½@102; Camden and Amboy, 118@118½; do., mort. 6s, 1889, 94½@94¾; do., 1883, 92@93; do., 1889, 89@90; Penn. R. R., 61¼@61⅜; do., 1st mort., 103½@104; do. 2d mort., 100@100; do. Gen'l mort. coupon, 95½@96½; do. reg., 96@96¼; Little Schuylkill R.R., 44@44½; Morris Canal, 32@36; do. pref., 71@80; do., 6s, 80@84; do., scrip 7s, 70@—; Susquehanna Canal, 3¼@—; do., 6s, 45@—; Schuylkill Nav., 7½@8; do. pref., 16@16½; do., 6s, 1882, 72½@73½; Elmira and Williamsport pref., 40@41; do. 7s, 1873, 91@—; do., 5s, 58@60; Lehigh Coal and Navigation, 33⅛@33½; do., 6s, 1884, 84@85; do., R.R. Loan, 89½@89½; do. Gold Loan, 85½@86; North Pennsylvania, 46@46½; do., 6s, 101@102; do., 7s, 93@94; do. Chattle 10s, 111@112; Philadelphia and Erie, 26¾@27; do., 6s, 91@—; Minehill, 52½@52¾; Catawissa, 12@15; do. pref., 37⅛@37¾; Lehigh Valley, 58¾@59; do., 6s, 95@96¼; do. 6s, reg., 100@—; Fifth and Sixth streets, (horse,) 40@40; Second and Third, 55¼@56; Thirteenth and Fifteenth, 22@22½; Spruce and Pine, 23@25; Green and Coates, 42@45; Chestnut and Walnut, 44@44¾; Hestonville, 16@16½; Union, 47@—; Germantown, 30¾@31½.

Boston.—Cincinnati and Indiana 7s, 1877, 80¾; Cincinnati, Sandusky and Cleveland, 22½; do. 7s, 1890, 76½; Vermont Central 1st mort., 85; do. 2d mort., 38½; Vermont Central and Vermont and Canada 8s, 1877, 102; Michigan Central 8s, 1890, 106¼; Boston and Lowell 6s, 1879, 97¾; Stanstead, Shefford and Chambly 7s, 83¼; Portland and Kennebec R. R. 6s, 1883, 90; Cedar Rapids and Missouri 7s, 1916, 87¾; Eastern R.R. 6s, 1874, 100¾; Old Colony and Newport 6s, 95; Rome, Watertown and Ogdensburg 7s, 91½@92; Rutland pref., 80; do. 7s, new, 77¾; Indianapolis and Cincinnati R. R., 5⅞; Connecticut and Passumpsic Rivers R. R., 86½; Summit Branch, 39½; Boston Water Power Co., 19; Cary Imp., 7⅞; Essex Co., 130; Maine 6s, 1889, 97⅝; Massachusetts 6s, 1876, gold, 104; do. 5s, 1894, gold, 95⅜; New Hampshire 6s, 1872, 97; Roxbury 5s, 1875, 96; Lynn 5s, 1882, 85¼; St. Louis City 6s, 1886@1888, 86; do. 1879, 88¼; Wymouth Town 5s, 1875, 95¾; Dorchester Town 5½s, 1872, 98¾; St. Louis County 7s, 1885, 93¾; Cook Co., Ills., 7s, 97; Boston 5s, 1878, gold, 95⅜; do. 1882, 95¾; do. 1886, 94¼; do. 6s, 1880, currency, 101; Worcester 6s, 1885, 98¾; Allouez Mining Co., 15-16c.; Dana, 20c.; Pittsburg and Boston, 5; Tremont, 30c.

Baltimore.—Orange, Alex. and Manassas 7s, 79½; Orange and Alexandria 2d mort. 6s, 76½; do. 3d mort. 8s, 83; Central Ohio R. R., 25; Virginia 6s, old, reg., 50½; do. 1867, 56½; do. 1866, 90⅜. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 93@93½; Baltimore and Ohio, 130@134; do. 6s, 1875, 96@97; do. 1880, 95¼@97; do. 1885, 93½@94; Northern Central, 40@41½; do. 6s, 1885, 94@95; do., 1900, 88½@91; do. 6s, 1900, gold, 92½@93; N. W. Va. 1st mort., 95@97; do. 2d mort., 95@—; do. 3d mort., 1885, 90@92; Marietta and Cincinnati 7s, 1892, 93@93½; do., 2d mort., 74½@74⅝; Central Ohio, 24½@27; do. 1st mort., 85½@86; Western Md. 6s, 1890, 76@79; do., guar., by Baltimore City, 93@95; do. 2d mort., guar., —@86; do. 6s, pref., 59@60; do. 6s, guar., by Washington Co., 80@83; Richmond and Danville bonds, 73@76; Orange and Alexandria 1st mort., 6s, 80@81; do., 2d mort., 6s, 76¼@78; do. 3d mort., 8s, 83@83½; do. 4th mort., 8s, 78@79; Orange, Alex. and Manassas 7s, 79¼@80; Virginia and Tennessee 8s, 81@82½; do., 6s, 1st mort., 82@84; do., 6s, 2d mort., 73@74; Baltimore 6s, 1875, 92¾@93; do. 1884, 90¾@91¼; do., 1886, 92@92¼; do., 1890, 92@92¼; do., 1893, —@92; do., 1900, 92¾@93¼; do. 5s, 1838–'70, 75@80; Memphis City 6s, 52@—; Maryland Defense Loan, 1883, 101½@102½; City Passenger R. R., 20@21; George's Creek Coal, 60@62; Atlantic Coal, 1.50@2.25.

☞ The Eastern (Mass.) Railroad is about to extend its double track from Beverly to Ipswich.

HARVEY FISK. A. S. HATCH.

☞ FISK & HATCH,

BANKERS AND DEALERS IN GOVERNMENT SECURITIES,

No. 5 NASSAU ST.,
NEW YORK, Dec. 22, 1870.

FUNDING FIVE-TWENTY BONDS.

Within the past three months a very large amount of Five-Twenty Bonds have been funded through our office into the FIRST MORTGAGE BONDS of the CENTRAL PACIFIC RAILROAD COMPANY, besides large sales of the same securities for new investments.

We deal in Central Pacific Bonds the same as in Government Securities, and regard them as affording the desired medium for funding Five-Twenty Bonds, *without reduction of interest and with unimpaired security.*

☞ *They are well known, and have a ready market in all the money centres in this country and Europe, are daily quoted at the Stock Exchange, and can be sold at current market price as readily as the Bonds of the Government.*

We keep a supply of these Securities on hand, and furnish them at current market price, which to day is 92½@93.

This price includes the coupon due Jan. 1, for which three per cent. in gold will be received by the purchaser, on bonds bought during this month.

Proceeds of $1,000 5-20 bond of 1867, sold to-day at 109¼..... $1,100 00
Cost of $1,000 Central Pacific bond, to-day at 92½..... 925 00

Difference realized..... $175 00

We continue, as heretofore, to buy and sell Government Bonds, make Collections, receive deposits subject to check at sight without notice, and allow interest on balances, and do a general Banking business.

FISK & HATCH.

☞ The Dayton and Ohio Mineral Region railroad has filed certificates. The proposed road runs through Montgomery, Green, Clarke, Madison, Fayette, Franklin, Pickaway, Fairfield, Perry, Morgan, Muskingum, Noble, Guernsey, Monroe and Belmont counties to Bellair. Capital $2,500,000.

☞ The formal opening of the Walkill Valley Railroad from Goshen to Newpaltz took place on the 20th inst. This road is a part of the proposed West Shore Hudson River Railroad from New York to Albany.

☞ A record of the killed and wounded on the railroads of the United States during the year ending October 31st, 1870, has been published. The total number of killed was 168, and the wounded 484.

☞ The change of gauge in the track of the Great Western Railway of Canada, between Hamilton and Toronto, has been completed.

☞ The branch road from Windsor Locks, on the New Haven, Hartford and Springfield railroad, to Suffield has been opened for regular travel. The road will eventually be extended to Westfield.

☞ Nearly eight miles of iron have been laid on the Cairo and Fulton Railroad. The whole twenty miles will be down by the 1st of January,

Journal of Railroad Law.

RAILROAD COMPANIES—DUTY IN CONSTRUCTING WORKS—WHEN LIABLE FOR NEGLIGENCE—NO LIABILITY FOR CULVERT BROKEN BY EXTRAORDINARY FLOODS.

The facts in the late case of The Pittsburg, Fort Wayne and Chicago Railroad Company *vs.* Gilleland, and Same *vs.* McClinton, (56 Penn., 445,) are stated in the following important opinion by

AGNEW, J.—The *narr.* in this case is not free from circumlocution, and is perhaps faulty in this respect; but we cannot avoid seeing that it is for an injury caused by the continuance, after notice, of an insufficient culvert so unskilfully and negligently constructed by the former proprietors of the railroad, as not to vent all the water that flows down the channel, over which it is built, in the ordinary seasons of high water. It is founded upon the duty of a railroad company to construct its works with proper skill and care, and with a due regard to the features of the ground over which its road passes. This stream is not large, yet it is obviously so important, that the safety of the railroad and the welfare of the landowner require its waters to be passed by an adequate culvert. The declaration is, therefore, sufficient to support the judgment, and we must proceed to examine the assignments of error involving the principles on which the case was tried.

The 1st point of the defendants asked the Court to charge that the injury from an insufficient culvert fell within the special remedy given for the appropriation of the land, and the damages arising therefrom. The charter requires a description to be filed of the rights and interests intended to be appropriated, and delivery of a copy to the owner, and thereupon the Court, or a judge in vacation "shall appoint by warrant three disinterested freeholders of such County, to appaise the damages which the owner of the land may sustain by such appropriation;" "they shall consider the benefit as well as the injury which such owner shall sustain by reason of such railroad, and shall forthwith return their assessment of damages, setting forth, etc." Thus with the survey before the viewers, the natural surface of the ground indicates the embankments and excavations to be made, the streams to be crossed, and the chasms to be filled.

When the question arises to the mind of the viewer what injuries the property will suffer from the railroad on the line before him, the answer will be indicated by the works to be put there. Then the question springs up how put there? Clearly it must be answered, in the way such works are ordinarily constructed, according to the usual practice and mode of skilful engineering. If it be a fill or an excavation, by ascertaining its height or its depth, and considering its effect upon the land, and its uses, an estimate of the injury may be formed. If a chasm is to be bridged or stream to be culverted, its effect may also be perceived. All the probable and natural consequences of the works in producing injury must be allowed for, such as would fairly arise to the mind of an intelligent viewer in considering the effects of such works. So far judgment and reason have a guide, but no estimate of damages can be founded upon an expectation that the company will omit its duty, or on the supposition that it will so negligently and unskilfully construct its works as to produce injury. The extent of its failure, or whether it will fail at all, is unknown, and can furnish no guide to govern the estimate. It would be unjust to the company, and a violent presumption on the part of the viewer, to assume that a railroad company would fail to build a culvert as necessary to the security of its road-bed as the welfare of the landowner. On such a principle of estimating damages, roads could not be built, and a Court on appeal, would set such a finding aside. If, then, a water course must be culverted, the presumption must be that it will be sufficiently done, and any neglect of duty, must be left for future remedy. The contrary presumption is more violent than that adjacent property may take fire from the sparks of a passing engine, and yet, though this often happens, it is held to be too remote, uncertain and contingent to be a proper ground of damages: Lehigh Valley Railroad Co. *vs.* Lazarus, 4 Casey, 203. It is the "real damage, and no more," the legislature intends to provide for: id., 206. Or, as said in Watson *vs.* Railroad Co., 1 Wright, 480, the damages which are the direct and immediate consequence of construction. The principle and the distinction are well stated by Shaw, C. J. in Dodge *vs.* County Commissioners of Essex, 1 Am. Railway Cases, 336. After stating that authority to construct any public work carries with it an authority to use the appropriate means, and damages arising from such use may be compensated, he proceeds to say: "Of course this reasoning will not apply to damages occasioned by carelessness or negligence in executing such work. Such careless or negligent act would be a tort for which an action at law would arise against him who commits or him who commands it. But where all due precautions are taken, and damage is still necessarily done to fixed property, it alike is within the letter, and the equity of the statute, and the County commissioners have authority to assess the damages." The statutory view was therefore not the remedy for the insufficiency of the culvert afterwards built, and we are brought now to consider more directly the common-law liability of the defendants for the injury.

And on this point there is no doubt, upon general principles and adjudicated cases. The entry of a company to build its railroad being lawful, it stands as if it were on its own ground, and the maxim applies, *sic utere tuo ut alienum non lædas.* It should so perform its act as not to carry over its injurious consequences beyond the hurt it may lawfully inflict. It is said in Hilliard on Torts, 125, and numerous examples are there adduced, that acts innocent and lawful in themselves may become wrongful when done without a just regard to the rights of others, and without suitable reference to the time, place or manner of performing them. The test of exemption from liability for injury arising from the use of one's own property, is said to be the legitimate use or appropriation of the property in a reasonable, usual and proper manner, without any unskilfulness, negligence or malice: Carbars *vs.* Auburn, 22 Barb., 297. The distinction is vital, says Thomas J. in Rockwood *vs.* Wilson, 11 Cush., 221, for nothing is better settled than that if one do a lawful act upon his own premises, he cannot be held responsible for injurious consequences that may result from it, unless it was so done as to constitute actionable negligence. But lawful acts may be performed in such a manner, so carelessly, negligently, and with so little regard to the rights of others, that he who, in performing them, injures another, must be responsible for the damage: Burroughs *vs.* Housatonic Railroad Co., 2 Amer. Railway cas., 35. If one should build a road from his house to his barn over a rivulet just below his neighbor's land, he would clearly be liable for the injury arising from an insufficient culvert which backed up the water when ordinarily high, and by its overflow destroyed his neighbor's garden, filled his cellar with water, and cracked the walls of his house. The only difference between a railroad company and an individual, in such a case is, that the former is not liable for the necessary consequences of the location and proper construction of its road, except so far as it is made liable by its charter. But the very exemption from the necessary consequences is a reason why the work should be skilfully and carefully done, so as not to extend their hurtful effects beyond the actual necessity of the case. The company exercises a part of the public right, but the State, as *parens patriæ* is always careful to her children, doing no unnecessary hurt, and in delegating this power to a private company of men, she does not intend that they shall be less careful of the interests of her people than herself. These principles would apply to a company standing upon its own ground, and certainly their force is not lessened when the entry is upon the land of another, and the right of eminent domain exercised there. The citizen must often suffer for the public good, but his suffering should not be aggravated by unskilfulness and carelessness. The principles are found underlying many cases, which though varied in circumstances, are based upon the same foundation of good morals and beneficent government. The rule, says Gibson, C. J., is that unless there has been supineness on the other side, negligence in the enjoyment of property or the exercise of a right is cause of redress in equity and at law: Fisher *vs.* Knox, 1 Harris, 622. Thus it was held in Commissioners of Kensington *vs.* Wood, 10 Barr., 93, that those Commissioners who were authorized to grade and pave a public street, were liable for injuries accruing to a private right of way down which the water was diverted, for they were bound to make proper provision for carrying off the water. So a city in possession of a public wharf, exercising exclusive jurisdiction over it, and receiving tolls for its use, was held liable for negligence in permitting a pile of iron to lie there until a rise in the river drove a steamboat upon it, which was injured by a floating body, while backing off from the pile into the stream: Pittsburg *vs.* Grier, 10 Harris, 54. See also Erie City *vs.* Schwingle, id., 384. The principle was pushed still farther in Godley *vs.* Hagerty, 8 id., 387, and Carson *vs.* Godley, 2 Casey, 111, in which the owner of a warehouse was held liable to his tenant and his tenant's laborer for the insufficiency of its structure to answer the purpose of storing away property.

A case more to the point of the present is Davis *vs.* The London and Blackwall Railway Company, 2 English Railway Cases, 225, where the company was held liable for negligence in making an ex-

cavation near to another's house which caused it to fall upon the house of the plaintiff and injure it. So it was said by Wilde, J. in Lowell *vs.* Boston and Lowell Corporation, 1 Am. Railway, Cas. 289, that it is not true that all the defendant's duties and liabilities are created and prescribed by the act of incorporation. Corporations, as well as individuals, by the principles of the common law, are bound so to exercise their rights as not to injure others. The principle, *sic utere tuo ut alienum non laedas*, is of universal application. Therefore it was held in that case that a railway company, having a right to cut through the street of a city, though not bound by its charter to put up barriers for the protection of travellers upon the street, was liable for the neglect of those in their employ to put up the barriers at night which it had voluntarily placed there for safety. We have also the case of the City of New York *vs.* Bailey, 2 Denio, 433, in which the city was held liable for the defective construction of a dam erected upon the Croton to supply water to the city, which broke and injured a lower riparian owner, notwithstanding the work was done by commissioners appointed by the Governor and Senate. In this State it is held that the relation of a mere contractor doing the work devolves no responsibility upon the city: Painter *vs.* Pittsburg, 10 Wright, 213. The doctrine of negligence in the mode of work, however, was not denied. We must conclude, therefore, that though the State's right of eminent domain is committed to the company, and it may lawfully enter and build all structures proper to accomplish the purpose of its charter without liability for damages farther than is provided for in the charter: yet this does not justify unskilfulness and unnecessary injury in the mode of performing the work, or in the character of the structures erected. The company is bound to bring to their execution the engineering knowledge and skill ordinarily known and practised in the construction of such works. See also Redfield on Railways, 157, 170, 171, and the authorities there cited.

In the present case, then, if the culvert was so unskilfully and negligently constructed as to be insufficient to vent the ordinary high water of the stream, the railroad company building it would have been liable for the injury thereby caused. The apparent facts indicated the duty. The stream, though small, must find a vent, or overflow the adjacent land and undermine the railroad. Its size, the character of its channel and the declivity of the circumjacent territory which forms the water-shed, indicated the probable quantity of water to be passed through. Proper engineering skill should observe these circumstances, and supply the means of avoiding the injury which would result from locking up the natural flow, or obstructing its passage so as to cause a reflux in times of ordinary high water. Beyond this, prudent circumspection cannot be expected to look, and there is therefore no liability for extraordinary floods, those unexpected visitations, whose comings are not foreshadowed by the usual course of nature, and must be laid to the account of Providence, whose dealings, though they may afflict, wrong no one. If, then, there were an original wrong in the construction of the culvert, and a nuisance created thereby, the present owners of the road would be responsible for its continuance after notice.

Up to this point we discover no error in the charge of the learned judge. He laid down the rule for ordinary freshets and that for ordinary floods, but in coming to the fact that three very extraordinary floods had happened following in close succession, he seems to have had some impression that a new rule was applicable which the jury might apply themselves. His instructions on this subject seem to be incompatible with those he had already given. After noticing the remarkable succession of extraordinary floods, he said: "Now, under these circumstances, it will be for you to determine whether the defendants ought or ought not, after the first, or first and second floods, to alter their culvert by enlarging its cavity. Considering the frequency of these floods, was it or was it not negligence in them not to do so, after such repeated instances and positive notices, coupled with the request testified to by Gilleland." In effect this was to leave it to the jury to find a liability for extraordinary floods, because a second and third happening like the first, came in rapid succession. If all were extraordinary, as the instruction concedes, the surprise at the second and third could not be less than at the first, and it was still more surprising that they should come in this rapid succession. Being extraordinary neither second nor third could have been expected more than the first. The rule as to extraordinary floods was therefore not changed. But the frequent recurrence of what was supposed to be extraordinary was some evidence that the real character of all these floods had been mistaken by those who testified as to their extraordinary character, and that they were really only ordinary freshets, though measuring up to the highest altitude of that class. It was proper, therefore, to submit this question to the jury with instruction, if they so found the fact, to apply the rule as to ordinary freshets. But from the manner of submitting the instructions, doubtless the jury might understand they were permitted to allow damages for these extraordinary floods because of their recurrence one after another in so short a time. In this there was error, and the judgment is therefore reversed, and a *venire de novo* awarded in both actions.

Union Pacific Railroad.

The earnings of this road for the five months ending Oct. 31, 1870, were $3,502,178 01; the expenses, $1,789,594 56; net income, $1,712,583 45. The land sales of the Union Pacific railroad for September, October and November, were 58,781 36-100 acres, for which the company received $71,000 in their Land Grant bonds, $1,708 15 in cash, and $145,689 32 in settlers' notes, secured by mortgage on land sold. The total sales of land to Dec. 9, 1870, were 258,404 12-100 acres, for which the company received $1,270,784 44, or an average price of $4 42 per acre. The trustees of the Land Grant bonds have canceled $723,000 of Land Grant bonds, and hold $488,409 60 of settlers' notes, secured by mortgage on land sold.

☞ Track laying on the extension of the Maryland and Delaware railroad toward Oxford, Del., is being rapidly pushed forward, and it is expected the road will be completed by the close of this month.

☞ The Welland Canal was closed on the 15 of December.

Arkansas Western Railroad.

The stockholders of this company met at the circuit court room in this city on the 29th ult., and under the supervision of a majority of commissioners proceeded to hold an election for nine directors for said company, which resulted in the selection of the following named gentlemen:

David Walker, Alfred M. Wilson and George W. M. Reed, of Washington county; A. M. Dinsmore, Oliver M. Young and R. W. Ellis, of Benton county; William M. Fishback, Henry E. McKee and Thomas Lanagan, of Sebastian county.

A majority of said directors being present, they proceeded at once to organize by the election of David Walker President, and A. M. Wilson Secretary.

So at last this company is in a position that propositions can be entertained from capitalists for the building of the road. We believe that the road will be built, either on this line or under the charter of Pierce City, Fayetteville and Fort Smith Railroad Company, which latter charter is in the hands of citizens of this city.—*Fayetteville (Ark.) Democrat.*

Lehigh Valley Railroad.

The coal transported over this road was received as follows, in the following years:

		1869.	1870.
From Wyoming	Region	450,355	588,596
" Hazleton	do.....	943,623	2,007,027
" Upper Lehigh	do.....	8,581	12,002
" Beaver Meadow	do.....	504,796	703,634
" Mahanoy	do.....	431,988	295,164
" Mauch Chunk	do.....	827	2,164
		2,310,170	3,608,587
			2,310,170
Increase in 1870.....			1,298,417

☞ The Williamsport (Md.) *Pilot* says that before the first day of the new year the Western Maryland Railroad will be in full operation to Mechanicstown, distant about thirty miles from Williamsport, with most of the road graded to Hagerstown, leaving the two ends—from Owings' Mills to Hagerstown, and from Hagerstown to Williamsport—still untouched. From the best information to be had, its affairs are in a healthy and prosperous condition, and the work in steady progress on toward Hagerstown, which it is expected to reach before the opening of spring.

☞ The Sheboygan and Fond du Lac Railroad has been purchased by James F. Joy, of Detroit. Mr. Joy's plan is to extend the road to St. Paul via Ripon, connecting with the Northern Pacific at the former point. A line of steamers is to connect the road with the Detroit, Howell and Lansing Railway, now in process of construction, and which will terminate either at Whitehall or Pentwater.

☞ Charles McFadden, of Philadelphia, has obtained the contract for building the Alexandria and Fredericksburg Railroad from section 20, about a mile and a half this side of Colchester, to Chapawamsic, where it will connect with the Richmond, Fredericksburg and Potomac Railroad.

☞ The first train of cars passed over the Chartiers Valley Railroad as far as the town of Cannonsburg, eighteen miles from the point of departure at Mansfield station on the Pan Handle Railroad, on the 12th inst.

☞ The New York Central Railroad has now a double track from Albany to Buffalo. The only gap that existed for a long time was at Churchville, and it has just been filled.

☞ The Pittsburg Railroad and Coal Company is extending its road, now running from East St. Louis, about six miles east, to Pittsburg, on the bluffs, to a point thirty miles further into the coal section of St. Clair and other counties of Illinois.

WILLIAM R. TAYLOR,

Kings Co. Steam Boiler Works,

MANUFACTURER OF

High & Low Pressure Steam Boilers,

TANKS, GASOMETERS, SUGAR PANS, COOLERS,

OIL STILLS & OIL TANKS,

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(Old Nos. 277 and 279)

Near North Fourth, P. O. Box 213. BROOKLYN, E. D.

Special attention given to Repairs.

NOTICE.

Railway Companies and others interested in the construction of Iron Bridges—will please take notice that J. J. R. RANDALE, formerly of Springfield, Mass., is not an Agent of ours, nor is he in any way connected with our works.

CLARKE, REEVES & CO.

Philadelphia Dec. 20, 1870.

Proposals for $250,000 DOCK BONDS of the City of New York.

Sealed proposals will be received at the Comptroller's Office until WEDNESDAY, Dec. 28, 1870, at 2 o'clock p. m., when the same will be publicly opened, for the whole or any part of the sum of $250,000 of DOCK BONDS of the City of NEW YORK, authorized by Chap. 383 of the Laws of 1870, and by a resolution of the Commissioners of the Sinking Fund passed Dec. 14, 1870.

Said Bonds will bear interest at the rate of 7 per cent. per annum, payable on the first day of May and November in each year, and the principal will be redeemed on the first day of November, 1901.

The Proposals will state the amount of Bonds desired, and the price per one hundred dollars thereof; and the persons whose proposals are accepted will thereupon be required to deposit with the Chamberlain the sums awarded to them respectively, together with any premiums thereon.

On presenting to the Comptroller the receipts of the Chamberlain for such deposit, the parties will be entitled to receive certificates for equal amounts of the par value of the sums awarded to them, bearing interest from the dates of payment.

Each Proposal should be sealed and indorsed "PROPOSAL FOR DOCK BONDS OF THE CITY OF NEW YORK," and inclosed in a second envelope addressed to the Comptroller.

The right is reserved on the part of the Comptroller to reject any or all of the bids, if in his judgment the interests of the Corporation require it.

RICHARD B. CONNOLLY, Comptroller.

City of New York, Department of Finance, Comptroller's Office, December 20, 1870.

Notice to Contractors.

SEALED PROPOSALS addressed to the undersigned will be received until Wednesday, Dec. 28, 1870, for the gradation, masonry, and bridging of the Newburg and Midland Railway, extending from Newburg, N. Y., to a junction with the New York and Oswego Midland Railroad, near the village of Fair Oaks, a distance of twenty-five miles, or of any part thereof. Profiles and specifications can be seen at the office of the Company. The Company reserves the right to reject all proposals not deemed for their interest to accept. GEORGE CLARK, President,

Newburg, Orange Co., N. Y.

FOR SALE—56 and 50 pounds English Rails here, and at New Orleans; and also to arrive at both ports.

HEYERDAHL, SCHONBERG & CO.,

32 Pine Street, New York.

GILEAD A. SMITH & CO.

BARTHOLOMEW HOUSE, BANK, LONDON,

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NO. 62 BROADWAY, NEW YORK.

RAILROAD IRON.

In Ports of New York and New Orleans.

Bills of Exchange on London and circular Notes in amounts to suit remitters or travelers.

ENGINES, TOOLS, MACHINERY, &c., FOR SALE

AT

THE NOVELTY IRON WORKS, foot of East 12th St., New York,

—Embracing ENGINES, PLANERS' LATHES, SMITHS' and BOILER MAKERS' TOOLS, MACHINERY and PATTERNS, &c., &c., of the most approved kinds. Also

6 HIGH-PRESSURE ENGINES, partly finished;

2 STEVENSON-PATENT TURBINE WATER-WHEELS, 66-inch diameter;

and 1 MARINE BEAM ENGINE, 66 inches by 10 feet stroke.

Send for Catalogue.

JOHN S. SCHULTZE,

Receiver of the Novelty Iron Works.

Oct. 29, 1870.

Jersey City Steel Works.

JAS. R. THOMPSON & CO.,

MANUFACTURERS OF

HAMMERED AND ROLLED

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OF ALL DESCRIPTIONS,

Warren Street, Jersey City, N. J.

Tool, Drill, Frog Plates and Points, Cutlery, Rake, Axe, Hoe, Machinery, Spring Wagon-Axle, Tyre, Sword, Bayonet, Rifle, and Pistol, *made to Order.*

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Established 1820.

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Mathematical & Engineering Instrument Manufacturers,

AT THEIR OLD LOCATION,

43 NORTH SEVENTH STREET,

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Have so increased their facilities as to believe they can in future keep a full supply of instruments on hand.

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1,000 tons LLYWVI VALE.
1,000 " BAILEY BROS.
300 " EBBW VALE.
50 LBS. ERIE PATTERN. Now in yard and for sale by

DANAS & LITCHFIELD,

49tf 18 William street.

PROCLAMATION of the SALE of the HOUSTON TAP AND BRAZORIA RAILROAD, by the Governor of the State of Texas, in the name and by the authority of the State of Texas.—Whereas, The railroad company known as that of the "Houston Tap and Brazoria Railroad" is largely indebted to the School Fund of the State of Texas, for principal and interest of the Special School Fund loaned to the same under the act of the Legislature of August 13th, 1856, entitled "An Act to provide for the investment of the Special School Fund in the bonds of railroad companies incorporated by the State," and the amendments thereto, which principal and interest is secured by the bonds of said railroad company, made and executed to the State of Texas under said act and amendments; and

Whereas, Said railroad company, by failure to pay the interest and sinking fund of said indebtedness, has not complied with its obligations under said act of August 13th, 1856, and the amendments thereto, and has also not complied with the act of 13th of August 1870, entitled "An Act for the relief of railroad companies indebted to the State for loans from the School Fund;" and

Whereas, Because of such failure, the Governor of the State is required, by said acts of the Legislature, to cause said railroad to be sold in satisfaction of said indebtedness;

Now, therefore, be it known that in conformity with said acts of the Legislature, I, EDMUND J. DAVIS, Governor of said State, will, on WEDNESDAY, the 15th day of February, A. D. 1871, cause to be sold the said "Houston Tap and Brazoria Railroad," and the charter rights of said company, including the road-bed, right of way, grading, bridges, iron rails, equipments and masonry, and all the stock subscribed for in said company, all the depots and depot stations, and all the property owned by said company as necessary to its business—said railroad being about (50) fifty miles long.

Such sale to take place, at public auction, on sa'd (15th) fifteenth day of February, A. D. 1871, at the door of the Capitol of the State at Austin, between the hours of 10 a. m. and 12 o'clock m., and the sale to be to the highest cash bidder; *provided, however*, that the Governor reserves the right, should he deem it advisable, to buy said property in, for the benefit of the School Fund, should no cash bid be made sufficient to cover the principal and interest due on the School Fund.

In testimony whereof I have hereunto signed my name, and have caused the great seal of the State to be [L. S.] affixed, at the City of Austin, this 12th day November, A. D. 1870, and of the independence of Texas the thirty-fifth. EDMUND J. DAVIS, Governor.

By the Governor: JAMES P. NEWCOMBE, Secretary of State.

PROCLAMATION of SALE of the TEXAS AND NEW ORLEANS RAILROAD—By the Governor of the STATE OF TEXAS—in the name and by the authority of the State of Texas—Whereas, The railroad company known as that of the "Texas and New Orleans Railroad" is largely indebted to the school fund of the State of Texas, for principal and interest of the special school fund, loaned to the same under the act of the Legislature of August 13th, 1856, entitled "An Act to provide for the investment of the special school fund in the bonds of railroad companies incorporated by the State," and the amendments thereto—which principal and interest is secured by the bonds of said railroad company, made and executed to the State of Texas, under said acts and amendments; and

Whereas, Said railroad company, by failure to pay the interest and sinking fund of said indebtedness, has not complied with its obligations under said act of August 13th, 1856, and the amendments thereto, and has also not complied with the act of 13th of August, 1870, entitled "An Act for the relief of railroad companies indebted to the State for loans from the special school fund;" and

Whereas, Because of such failure, the Governor of the State is required, by said acts of the Legislature, to cause said railroad to be sold in satisfaction of said indebtedness:

Now, therefore, be it known, that in conformity with said acts of the Legislature, I, EDMUND J. DAVIS, Governor of said State, will, on TUESDAY, the 14th day of February, A. D. 1871, cause to be sold the said "Texas and New Orleans Railroad," and the charter rights of said Company, including the road-bed, right of way, grading, bridges, iron rails, equipments, and masonry, and all the stock subscribed for in said Company, all the depots and depot stations, and all the property owned by said Company as necessary to its business—said railroad being about one hundred and eight (108) miles long.

Such sale to take place, at public auction, on said 14th day of February, A. D. 1871, at the door of the Capitol of the State, at Austin, between the hours of 10 a. m. and 12 o'clock m., and the sale to be to the highest cash bidder; *provided, however*, that the Governor reserves the right, should he deem it advisable, to buy said property in, for the benefit of the school fund, should no cash bid be made sufficient to cover the principal and interest due the school fund.

In testimony whereof, I have hereunto signed my name, and have caused the great seal of the State to be [L. S.] affixed at the City of Austin, this 12th day of November, A. D. 1870, and of the independence of Texas the thirty-fifth. EDMUND J. DAVIS, Governor.

By the Governor: JAS. P. NEWCOMB, Secretary of State.

THE Firm of WM. J. YOUNG & CO., MATHEMATICAL INSTRUMENT Makers, consisting of WM. J. YOUNG & CHAS. S. HELLER, was dissolved shortly before the death of Wm. J. Young. The undersigned, the late Partner of said Firm, (who was with Mr. Young continuously for 15 years), will continue in the same line of business at No. 33 North Seventh Street, (corner of Filbert).

CHARLES S. HELLER.

Philadelphia August 1, 1870.

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D. N. BEARDSLEY, Wholesale Dealer in Railroad Ties, Hemlock Timber, Chestnut Posts and Wood. Office, 251 West Street, near Hubert Street, New York. N. B.—Cargoes sold on commission. Advances made on consignments.

NOTICE TO THE PUBLIC.

EXECUTIVE DEPARTMENT,
ATLANTA, GA., October 26th, 1870.

To Whom it May Concern:

By an Act of the General Assembly of the State of Georgia, approved October 24, 1870, authority is given to the Governor to lease the Western and Atlantic Railroad, the property of the State, together with all of its houses, workshops, depots, rolling stock and appurtenances of every character, for the term of twenty years, upon certain terms, and subject to certain restrictions therein named, to-wit:

The monthly rental shall not be less than twenty-five thousand dollars ($25,000) payable monthly. The lessees shall give a bond for the sum of eight millions of dollars ($8,000,000) to securing the prompt payment of the amount of rental agreed upon, and for the return of the road and its appurtenances at the expiration of the lease, or on the termination or forfeiture thereof, in as good condition as at the time of leasing, five millions ($5,000,000) of which security shall be within this State and the balance, if out of the State, shall be upon real estate or railroad property. The lessees to be worth over and above their indebtedness, at least five hundred thousand dollars ($500,000.)

The Legislature reserves to itself the right, from time to time, to examine into the affairs of the lessees, and to require that the amount of security above recited shall be maintained unimpaired.

The lessees shall not be less than seven in number, a majority of whom shall have been for five years *bona fide* residents of this State, and shall represent a majority of the whole interest in the lease. No railroad or express company, or any combination of them, shall, in any event, become the lessees, but they may become sureties on the bonds of the lessees. The lessees shall not charge a higher rate for local freights over said road than the average rate charged by the Georgia Railroad and Banking Company, the Central Railroad and Banking Company, and the Macon and Western Railroad Company, for like local freights over said roads, and the said lessees shall have the same rights, exemptions, privileges, immunities and guarantees, except the establishment of banks, and shall be subject to the same liabilities, disabilities, and public burdens of said railroad companies last mentioned. The faith of the State is pledged to redeem all mortgage bonds and coupons now resting on the State Road as they fall due, and to save the lessees harmless against all such bonds and coupons.

The lessees are by this act constituted a body corporate and politic for the term of twenty years, under the name and style of the Western and Atlantic Railroad Company, having such powers, liabilities and immunities, as are usual with railroad companies, and not in conflict with the Constitution and Laws of the United States, or of the State of Georgia; but they will not be allowed to make or permit any discrimination in favor of or against any other road or persons having business connections with the said Western and Atlantic Railroad.

For the purpose of carrying out this act, proposals will be received until and including the 25th day of December next and must be addressed "to the Governor of the State of Georgia, at Atlanta," and marked on the wrapper, "Proposals for the lease of the Western and Atlantic Railroad, in accordance with an Act approved October 24, 1870." The proposals must state in full the names and residence of the parties uniting to make proposition, the amount that each of the parties therein named are worth over and above their debts and liabilities, together with a full description of the character of the security which will be offered to complete the bond.

The property to be leased is a single track railroad, one hundred and thirty-eight miles in length, with full and complete equipment of shops, depots, turnouts, sidelings, engines, cars, etc., etc., etc., now in successful operation between the cities of Atlanta, in Georgia, and Chattanooga, in Tennessee. At Chattanooga the line is in direct rail connection with the Memphis and Charleston, Nashville and Chattanooga, Chattanooga and New Orleans, East Tennessee and Georgia, and the Chattanooga and Cincinnati, (now in progress of construction,) railroads; and at Atlanta with the Atlanta and Montgomery, Atlanta and Charleston, Atlanta and Savannah, and the Atlanta and Gulf lines of road, being the only railroad connection between the system of railways centering at Chattanooga and at Atlanta.

Copies of "An Act to authorize the lease of the Western and Atlantic Railroad, and for other purposes therein mentioned," approved October 24th, 1870, can be had upon application at the Executive office.

RUFUS B. BULLOCK.

By the Governor:

ROBERT H. ATKINSON,
Executive Secretary.

VOSE, DINSMORE & CO.,

National Spring Works,

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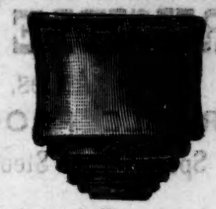
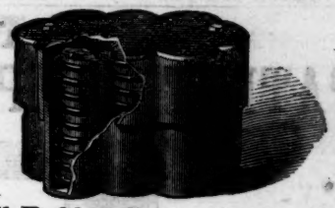


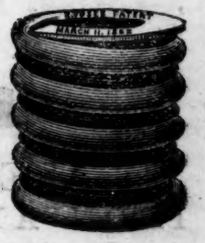
The Original Standard Volute Buffer Spring.

Patented.—All others are Infringements.

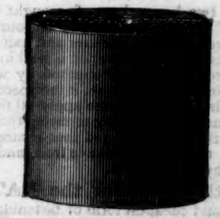


Small Rubber Centre Groupe Spiral

Large Rubber Centre Spiral.

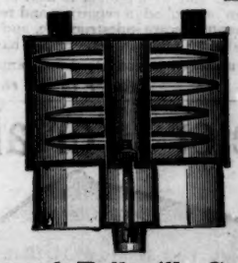


Compound Spiral.



Soid India Rubber.

Double Volute Buffer.



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WM. BUTCHER, Gen'l Supt.
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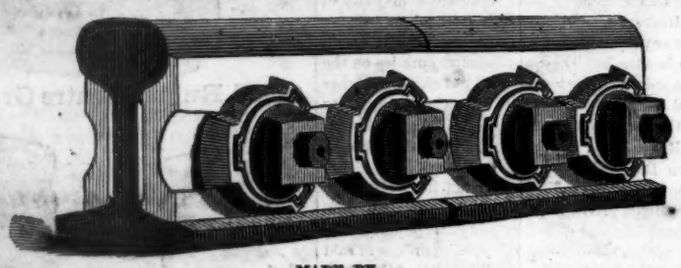

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COMBINES MORE ADVANTAGES THAN ANY FISH-JOINT HERETOFORE INTRODUCED.

This Joint is made of two heavy bars of wrought iron, or cast steel, sixteen inches in length, or any other desired length, fitted to the side of the rail and secured by four three-quarter inch bolts, with four malleable cast-iron cups and washers, and a gum ring two inches in diameter and half an inch thick, in each cup.

The value of gum to absorb jarring motion is well known; but when the pressure is as great as that required to secure the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures that effect and enables Railroad Managers to apply all the force and pressure desired.

Where this Joint is securely fastened by screwing the nut upon the washer and gum in the cups with a lever three feet in length, it makes a perfectly tight joint, and thus secures what Railroad Managers have long desired—*a continuous rail*, with sufficient elasticity in the gum to relieve from and compensate for the sudden jar and at the same time allow for expansion and contraction by heat or cold.

We confidently claim for the PATENT COMPENSATING FISH-JOINT:

That it makes the best and cheapest form of fastening, requiring no plate or chair underneath the foot of the rail.

That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.

That this Joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our Joint on it.

That it can be applied in repairing and relaying with the least trouble and delay.

That the materials are indestructible, and make A PERFECT AND CONTINUOUS RAIL, thus securing what has long been desired, and what all previous experiments have failed to attain.

The Manufacturers can supply these Joints, complete in all their parts, ready to be fastened to the rails with dispatch.

Refer to all the Leading Railroads in the Country.

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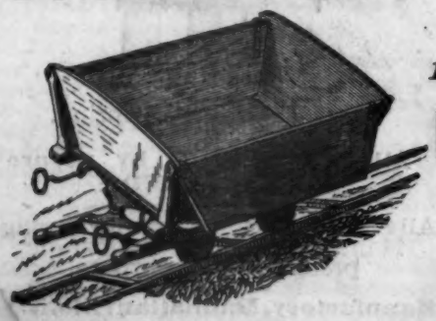

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